



**Agenda
City of Vernon
Regular City Council Meeting
Tuesday, September 01, 2020, 09:00 AM
City Hall, Council Chamber
4305 Santa Fe Avenue
Vernon, California**

**Leticia Lopez, Mayor
Melissa Ybarra, Mayor Pro Tem
William Davis, Council Member
Carol Menke, Council Member
Diana Gonzales, Council Member**

THIS MEETING WILL BE CONDUCTED PURSUANT TO GOVERNOR NEWSOM'S EXECUTIVE ORDER N-29-20.

The public is encouraged to view the meeting at <http://www.cityofvernon.org/webinar>.

You may submit comments to PublicComment@ci.vernon.ca.us with the subject line "September 1, 2020 City Council Meeting Public Comment Item #__." Comments received prior to 8 a.m., Tuesday, September 1, 2020, will be read into the record.

CALL TO ORDER

FLAG SALUTE

ROLL CALL

APPROVAL OF THE AGENDA

PUBLIC COMMENT

At this time the public is encouraged to address the City Council on any matter that is within the subject matter jurisdiction of the City Council. The public will also be given a chance to comment on matters which are on the posted agenda during City Council deliberation on those specific matters.

PUBLIC HEARINGS

1. **Public Works**

[Amendment to Municipal Code Chapter 26 - Zoning Map](#)

Recommendation:

A. Find that the proposed action is exempt under the California Environmental Quality Act (CEQA) review, because it is a continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines Section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis; and
B. Introduce and conduct first reading of Ordinance No. 1270 amending the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone, and direct staff to schedule second reading and adoption for the September 15, 2020 City Council meeting.

[1. Ordinance No. 1270](#)

[2. July 7, 2020 Agenda Report](#)

[3. April 7, 2015 Agenda Report \(including attachments\)](#)

[4. Proposed Housing Overlay Zone](#)

[5. Notice of Public Hearing- Zoning Map Change](#)

CONSENT CALENDAR

All matters listed on the Consent Calendar are to be approved with one motion. Items may be removed from the Consent Calendar by any member of the Council. Those items removed will be considered immediately after the Consent Calendar.

2. **City Clerk**

[Approval of Minutes](#)

Recommendation:

Approve the August 4, 2020 Regular City Council Minutes.

[1. 20200804 City Council Minutes](#)

3. **City Clerk**

[Claims Against the City](#)

Recommendation:

Receive and file the claims submitted by: 1) Leydi Sanchez in the amount of \$3,361.84; and 2) Edwin Silveira in the minimum amount of \$3,925.93.

[1. Sanchez, Leydi 08-05-2020](#)

[2. Silveira, Edwin 08-20-20](#)

4. Finance/Treasury

[City Payroll Warrant Register](#)

Recommendation:

Approve City Payroll Warrant Register No. 770, for the period of July 1 through July 31, 2020, which totals \$4,258,150.66 and consists of ratification of direct deposits, checks and taxes totaling \$2,996,148.77 and ratification of checks and electronic fund transfers (EFT) for payroll related disbursements totaling \$1,262,001.89 paid through operating bank account.

[1. City Payroll Account Warrant Register No. 770](#)

5. Finance/Treasury

[Operating Account Warrant Register](#)

Recommendation:

Approve Operating Account Warrant Register No. 51, for the period of July 19 through August 15, 2020, which totals \$10,223,414.19 and consists of ratification of electronic payments totaling \$9,796,376.07 and ratification of the issuance of early checks totaling \$427,038.12.

[1. Operating Account Warrant Register No. 51](#)

6. Fire Department

[Fire Department Activity Report](#)

Recommendation:

Receive and file the June 2020 Report.

[1. Fire Department Activity Report - 06/01/20 to 06/30/20](#)

7. Police Department

[Police Department Activity Report](#)

Recommendation:

Receive and file the June 2020 Report.

[1. Police Department Activity Report – June 2020](#)

8. Public Works

[Public Works Monthly Building Report](#)

Recommendation:

Receive and file the July 2020 Building Report.

[1. Public Works Department July 2020 Building Report](#)

9. City Administration

[Fiscal Year 2019/2020 Vernon CommUNITY Fund Grant Committee Activity Report](#)

Recommendation:

Receive and file the report, as it is being provided for informational purposes only.

[1. FY 2019/2020 Grantee Awards List](#)

10. Police Department

[Office of Traffic Safety Selective Traffic Enforcement Program \(STEP\) Grant Agreement](#)

Recommendation:

Approve and authorize the City Administrator, Police Chief, and Police Sergeant to execute an agreement between the City of Vernon and the Office of Traffic Safety, in substantially the same form as submitted for a one (1) year term, for participation in the Selective Traffic Enforcement Program (STEP) with an effective date of October 1, 2020.

[1. Office of Traffic Safety STEP Grant Agreement](#)

11. City Administration

[Managed Print Services Agreement with MRC Smart Technology Solutions and Xerox](#)

Recommendation:

A. Approve and authorize the City Administrator to execute a Services Agreement with MRC Smart Technology Solutions, in substantially the same form as submitted, for a three-year term in an amount not-to-exceed \$206,360 (\$68,786.82 per year) for Managed Print Services (MPS) with an effective date of September 20, 2020; and

B. Approve and authorize the City Administrator to execute a related Lease Agreement with Xerox, in substantially the same form as submitted, for a three-year term in an amount not-to-exceed \$83,640 (\$27,879.84 per year) for MPS with an effective date of September 20, 2020.

[1. Services Agreement with MRC Smart Technology Solutions](#)

[2. Lease Agreement with Xerox](#)

NEW BUSINESS

12. Health and Environmental Control Department

[Memorandum of Understanding with the University of Southern California \(USC\) for Corona Virus-19 \(COVID-19\) Vaccine Trial](#)

Recommendation:

Approve the Memorandum of Understanding between the City of Vernon and USC, in substantially the same form as submitted, for COVID-19 vaccine trial.

[1. MOU with USC](#)

13. Public Works

[Contract for Fire Station Remodeling Required for Transition to the Consolidated Fire Protection District of Los Angeles County \(LA County Fire\)](#)

Recommendation:

- A. Find that approval of the proposed action is categorically exempt from California Environmental Quality Act (CEQA) review, in accordance with CEQA Guidelines Sections 15301 - 15332 for Class 1: Existing Facilities;
- B. Accept the bid from Fasone Construction, Inc.;
- C. Approve and authorize the City Administrator to execute a contract with Fasone, Construction Inc. in substantially the same form as submitted, in an amount not to exceed \$547,034.72 for the required remodeling of Fire Station 76; and
- D. Authorize a contingency amount of \$25,000 in the event of an unexpected changed condition in the project and grant authority to the City Administrator to issue Change Orders for an amount up to the contingency amount, if necessary.

[1. CS-1266 - Fire Station 76 Dormitory, Kitchen & Bathroom Improvements](#)

[2. LA County Fire Conversion Cost Estimates](#)

ORAL REPORTS

City Administrator Reports on Activities and other Announcements.

City Council Reports on Activities (including AB1234), Announcements, or Directives to Staff.

CLOSED SESSION

14. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Government Code Section 54956.9(d)(1)

- A. Bicent (California) Malburg LLC et al. v. City of Vernon et al.,
Los Angeles Superior Court Case No. 19STCV08859 and JAMS Reference No. 1100107175
- B. City of Vernon v. Bicent (California) Malburg LLC
Los Angeles Superior Court Case No. 19STCP02411 and JAMS Reference No. 1220062657
- C. Christina Sanchez, et al. v. City of Vernon, et al.
Los Angeles Superior Court Case No. 19STCV38779

15. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant Exposure to Litigation

Government Code Section 54956.9(d)(2)

Number of potential cases: 1

Facts and Circumstances: Pursuant to Government Code Section 54956.9(e)(3), the City has received written communication threatening litigation on behalf of former employee Jerrick Torres related to his termination, in the form of a Complaint of Discrimination filed with the Department of Fair Employment and Housing (DFEH). The DFEH Complaint (DFEH No. 201910-08099730) is made available for public inspection pursuant to Section 54957.5.

16. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Government Code Section 54956.9(d)(4)


Consideration of initiation of litigation – One matter

CLOSED SESSION REPORT

ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted on the bulletin board at the main entrance of the City of Vernon City Hall, located at 4305 Santa Fe Avenue, Vernon, California, and on the City's website, not less than 72 hours prior to the meeting set forth on this agenda.

Dated this 27th day of August, 2020.

By: 
Sandra Dolson, Administrative Secretary

Guide to City Council Proceedings

Meetings of the City Council are held the first and third Tuesday of each month at 9:00 a.m. and are conducted in accordance with Rosenberg's Rules of Order (Vernon Municipal Code Section 2.1-1).

Copies of all agenda items and back-up materials are available for review in the City Clerk Department, Vernon City Hall, 4305 Santa Fe Avenue, Vernon, California, and are available for public inspection during regular business hours, Monday through Thursday, 7:00 a.m. to 5:30 p.m. Agenda reports may be reviewed on the City's website at www.cityofvernon.org or copies may be purchased for \$0.10 per page.

Disability-related services are available to enable persons with a disability to participate in this meeting, consistent with the Americans with Disabilities Act (ADA). In compliance with ADA, if you need special assistance, please contact the City Clerk department at CityClerk@ci.vernon.ca.us or (323) 583-8811 at least 48 hours prior to the meeting to assure arrangements can be made.

The **Public Comment** portion of the agenda is for members of the public to present items, which are not listed on the agenda but are within the subject matter jurisdiction of the City Council. The City Council cannot take action on any item that is not on the agenda but matters raised under Public Comment may be referred to staff or scheduled on a future agenda. Comments are limited to three minutes per speaker unless a different time limit is announced. Speaker slips are available at the entrance to the Council Chamber.

Public Hearings are legally noticed hearings. For hearings involving zoning matters, the applicant and appellant will be given 15 minutes to present their position to the City Council. Time may be set aside for rebuttal. All other testimony shall follow the rules as set for under Public Comment. If you challenge any City action in court, you may be limited to raising only those issues you or someone else raised during the public hearing, or in written correspondence delivered to the City Clerk at or prior to the public hearing.

Consent Calendar items may be approved by a single motion. If a Council Member or the public wishes to discuss an item, it may be removed from the calendar for individual consideration. Council Members may indicate a negative or abstaining vote on any individual item by so declaring prior to the vote on the motion to adopt the Consent Calendar. Items excluded from the Consent Calendar will be taken up following action on the Consent Calendar. Public speakers shall follow the guidelines as set forth under Public Comment.

New Business items are matters appearing before the Council for the first time for formal action. Those wishing to address the Council on New Business items shall follow the guidelines for Public Comment.

Closed Session allows the Council to discuss specific matters pursuant to the Brown Act, Government Code Section 54956.9. Based on the advice of the City Attorney, discussion of these matters in open session would prejudice the position of the City. Following Closed Session, the City Attorney will provide an oral report on any reportable matters discussed and actions taken. At the conclusion of Closed Session, the Council may continue any item listed on the Closed Session agenda to the Open Session agenda for discussion or to take formal action as it deems appropriate.

City Council Agenda Item Report

Agenda Item No. COV-306-2020

Submitted by: Daniel Wall

Submitting Department: Public Works

Meeting Date: September 1, 2020

SUBJECT

Amendment to Municipal Code Chapter 26 - Zoning Map

Recommendation:

A. Find that the proposed action is exempt under the California Environmental Quality Act (CEQA) review, because it is a continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines Section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis; and

B. Introduce and conduct first reading of Ordinance No. 1270 amending the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone, and direct staff to schedule second reading and adoption for the September 15, 2020 City Council meeting.

Background:

On July 7, 2020, the City Council conducted a public hearing to consider adoption of Ordinance No. 1270 (Attachment 1) amending the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone (Attachment 2). The hearing was continued to July 21, 2020 to provide staff the opportunity to present information as to why these properties were not included in the Housing Overlay Zone when the map was last modified in 2015 (Attachment 3). Introduction of the Ordinance failed by a 2 -2 vote (Mayor Pro Tem Ybarra could not participate in the matter and recused herself from voting on this item).

In a conversation, Former Director Samuel Kevin Wilson indicated that the Housing Overlay Zone was created to allow for the construction of the Vernon Village Apartments and that the subject properties were not included in the Zone because their continued residential use would be grandfathered under the zoning code being adopted at the time. A review of the April 7, 2015 staff report adopting the current Zoning Map indicates that staff had concerns "... with compatibility issues with the introduction of any housing when industrial prevail (sic) uses throughout Vernon. Because of the range of uses allowed in the Industrial zone, at any time a new industrial use could be established that might pose hazards to residential uses. The Housing Overlay gives the City the ability to assess any proposed housing development application on a case-by-case basis and only apply the overlay to properties where it makes good sense to do so, such as the recent Meta Housing development adjacent to existing residential uses in the city of Maywood."

Those concerns would not have applied to the subject properties located at 2328, and at 2332/2334 E. Vernon Avenue as, at the time, they were being used exclusively as residences, a use that is currently an allowed (grandfathered), non-conforming use. These properties are adjacent to Vernon City School, and are across the street from the 10 City-owned homes on Furlong Place (Attachment 4). Given the residential and educational uses of the surrounding properties and the historic residential use of the

subject properties, there is minimal potential for conflicts between existing residential and industrial uses at this location.

Based on a conversation with staff from Bank of America, banks do not lend on residential properties that are outside of a residential zone. This means that if these properties were to be sold without Housing Overlay Zoning, a buyer would not be able to obtain a residential mortgage and that these properties would likely be converted to a nonresidential use.

On July 21, 2020, during the continued Public Hearing from the July 7 meeting, the City Council raised concerns about the compatibility of the proposed zoning change with the General Plan and the ordinance failed to be approved in a two to two vote.

Staff is bringing this item back to the City Council in order to address questions that were raised about making the amendments to the Zoning Map in the context of the General Plan. At the previous City Council meeting there had been discussion about the precedence of the General Plan versus the Zoning Ordinance (Chapter 26 of the Vernon Municipal Code). This is addressed on page 12 of the Introduction Section of the General Plan:

“The Zoning Ordinance is the governing land use law for the City...”

and again in Section 2.4 of the Land Use Element of the General Plan:

“2.4 Relationship of Land Use Policy to the Zoning Ordinance

The Zoning Ordinance is the primary implementation tool for the Land Use Element. Both the Element and the Ordinance describe the distribution and intensity limits for development. Whereas the Land Use Element sets forth the broad policies for future development, the Zoning Ordinance provides specific detail, enforcement mechanisms, development standards, and provides for deviations through Conditional Use Permits, Variances, and amendments to the Zoning Ordinance.”

This establishes that the Zoning Ordinance has precedence over the General Plan and that the General Plan can be deviated from through amendments to the Zoning Ordinance.

The General Plan also establishes the goals for land use in the City and a goal that is stated multiple times is the preservation of existing housing.

Page 46 of the Housing Element in the General Plan:

“...the City wants to conserve and preserve all existing 31 housing units in the City.”

And Section 5.1 on page 47 of the Housing Element in the General Plan:

“The major focus of housing policy in Vernon is to preserve the existing housing stock in the City and to ensure that existing housing in the City is well maintained.”

And Policy 1.3 on page 49 of the Housing Element in the General Plan:

“Continued Appropriateness: The City's primary housing goal is to preserve the existing housing units. The City is committed to mitigating residential displacement impacts, should they occur.”

And Policy 2.1 on page 50 of the Housing Element in the General Plan:

“Provide for the retention of existing residential units in the City that are economically and physically sound.”

And again on page 51 of the Housing Element in the General Plan:

“GOAL H-2: Maintain all existing dwelling units within the City.

POLICY H-2.1: Provide for the retention of existing residential units in the City that are economically and physically sound.”

The preservation of existing housing was and continues to be important to the continued existence of the City of Vernon. When the General Plan was last updated there were 31 housing units in the City of Vernon. Twenty-six of those were owned by the City and five were privately owned. Of the five privately owned units in existence at that time, only three remain housing today. The other two are currently vacant and slated to be demolished to make room for a warehouse.

In order to help ensure that the three remaining housing units are preserved, it is important that residential financing be available for future residential purchasers or for future capital maintenance.

Ordinance No. 1270 revises the Zoning Map in Chapter 26 of the Vernon Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone.

Pursuant to Municipal Code Section 26.6.6-3, the public hearing was legally noticed by publishing in the Los Angeles Wave, posting the notice on the City Hall posting board and website on August 20, 2020 and mailing public hearing notices to properties within a 300 foot radius of the subject property on August 20, 2020 (Attachment 5).

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [Ordinance No. 1270](#)
2. [July 7, 2020 Agenda Report](#)
3. [April 7, 2015 Agenda Report \(including attachments\)](#)
4. [Proposed Housing Overlay Zone](#)
5. [Notice of Public Hearing- Zoning Map Change](#)

ORDINANCE NO. 1270

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF VERNON AMENDING CHAPTER 26 MODIFYING THE COMPREHENSIVE ZONING MAP OF THE CITY OF VERNON TO INCLUDE THE PROPERTIES LOCATED AT 2328 AND 2332/2334 E. VERNON AVE, VERNON, CALIFORNIA 90058 IN THE HOUSING OVERLAY ZONE

SECTION 1. Recitals.

- A. The City of Vernon (City) is a municipal corporation and a chartered city of the State of California, organized and existing under its Charter and the Constitution of the State of California.
- B. On January 16, 2008, the City Council of the City of Vernon adopted Ordinance No. 1227, adopting amendments to the comprehensive zoning ordinance of the City of Vernon; establishing zoning districts in the City and regulating and restricting the use, size, and the location of buildings and improvements on land; the use of land and open space; adopting a map showing said zoning districts, defining the terms used in the ordinance; providing for its adjustment, amendment and enforcement (Zoning Ordinance).
- C. By memorandum dated July 7, 2020, the Director of Public Works recommended that the Zoning Map in Chapter 26 of the Municipal Code be amended.
- D. A public hearing was held on July 7, 2020, and was continued to the July 21, 2020, City Council meeting. At that meeting, introduction of Ordinance No. 1270 was motioned but failed.
- E. By memorandum dated September 1, 2020, the Director of Public Works has recommended that the Zoning Map in Chapter 26 of the Municipal Code be amended to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone.
- F. A duly-noticed public hearing has been held to consider the proposed ordinance changes, and public testimony has been received and considered.

THE CITY COUNCIL OF THE CITY OF VERNON HEREBY ORDAINS:

SECTION 2. The City Council of the City of Vernon hereby finds and determines that the above recitals are true and correct and are a substantial part of this ordinance.

SECTION 3. This ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The City Council hereby finds

that this ordinance is not subject to CEQA review because the adoption of this ordinance is a continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a “project” as defined by CEQA Guidelines section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis.

SECTION 4. The City Council of the City of Vernon hereby approves and adopts the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone (Attachment A).

SECTION 5. Any provision of the Vernon Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further are repealed or modified to that extent necessary to affect the provisions of this Ordinance.

SECTION 6. If any section, subsection, paragraph, sentence, clause, phrase, or portion thereof, of this Ordinance is declared by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, paragraph, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, paragraphs, sentences, clauses, phrases, or portions thereof, be declared invalid or unconstitutional. To this end, the provisions of this Ordinance are declared to be severable.

SECTION 7. The City Clerk shall certify the adoption and publish this ordinance as required by law.

APPROVED AND ADOPTED this __ day of _____, 2020.

LETICIA LOPEZ, Mayor

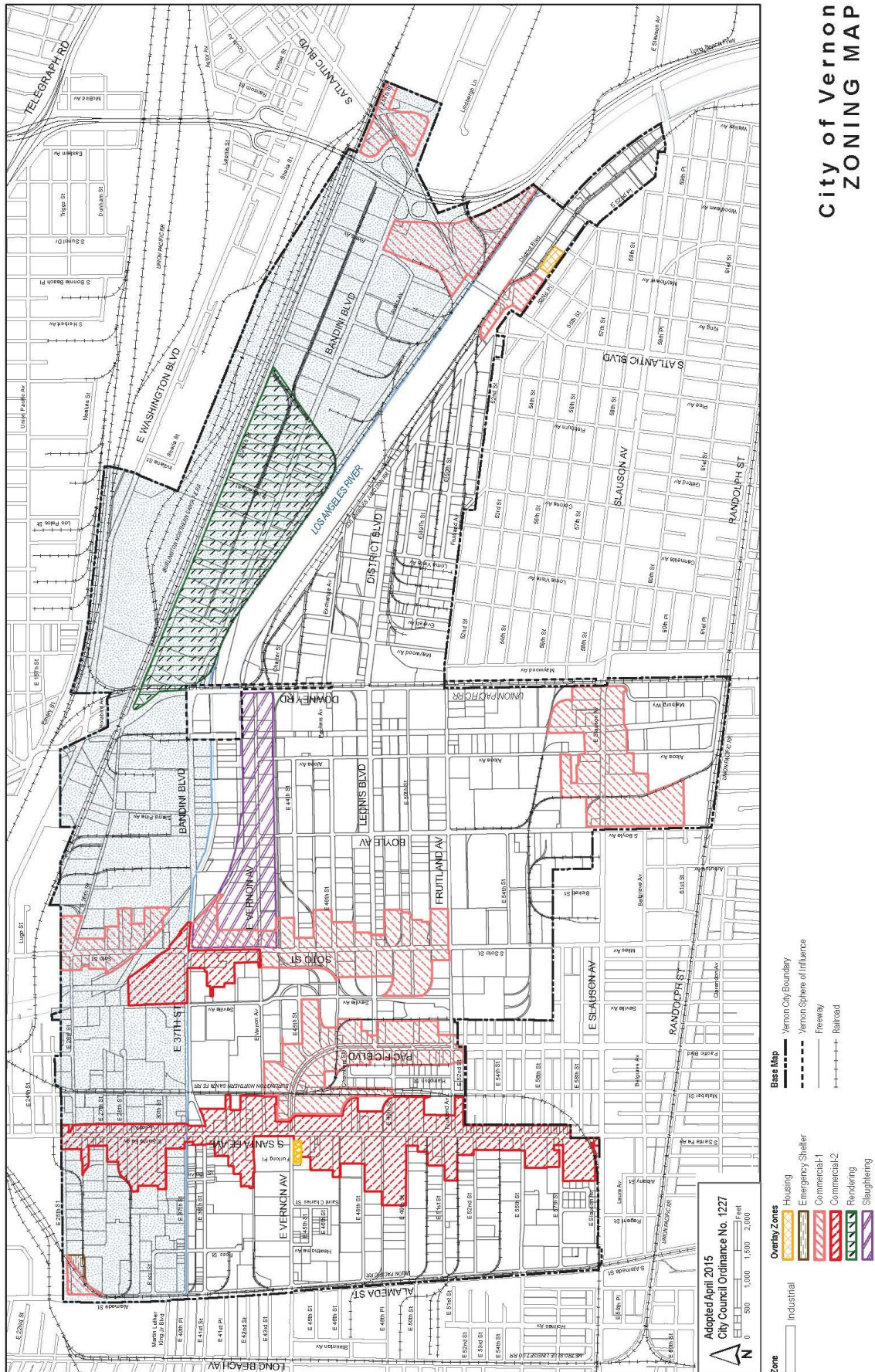
ATTEST:

LISA POPE, City Clerk
(seal)

APPROVED AS TO FORM:

ARNOLD M. ALVAREZ-GLASMAN,
Interim City Attorney

ATTACHMENT A



City Council Agenda Item Report

Agenda Item No. COV-230-2020

Submitted by: Daniel Wall

Submitting Department: Public Works

Meeting Date: July 7, 2020

SUBJECT

Amendment to Municipal Code Chapter 26 - Zoning Map

Recommendation:

A. Find that the proposed action is exempt under the California Environmental Quality Act (CEQA) review, because it is a continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines Section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis; and

B. Introduce and conduct first reading of Ordinance No. 1270 amending the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone, and direct staff to schedule second reading and adoption for the July 21, 2020 City Council meeting.

Background:

The properties located at 2328, and at 2332/2334 E. Vernon Avenue are currently used exclusively as residences. The residential use of these properties preceded the the current zoning code and as such this use is currently an allowed, non-conforming use. The owner of these properties has requested that the property be rezoned to reflect the current residential use.

At present, residential development is only allowed in the Housing (H) Overlay Zone which was created to accommodate housing at limited and specific areas of the City. The Housing Overlay Zone was specifically created to allow for the construction of the Vernon Village Park Apartments and this is the only property that currently has this zoning designation. The only other privately owned housing in Vernon is located at 2328, and at 2332/2334 E. Vernon Avenue. Designating these properties to be in the Housing Overlay Zone can help preserve their residential use. The existing residence at 2328 E. Vernon, built in 1985, is 35 years-old, and the residence at 2332/2334 E. Vernon, built in 1966, is 54 years-old. These properties are adjacent to Vernon City School, and are across the street from the 10 City-owned homes on Furlong Place. Given the residential and educational uses of the surrounding properties and the historic residential use of the subject properties, there is minimal potential for conflicts between existing residential and industrial uses at this location.

Ordinance No. 1270 revises the Zoning Map in Chapter 26 of the Vernon Municipal Code to include the properties located at 2328, and at 2332/2334 E. Vernon Avenue in the Housing Overlay Zone.

Pursuant to Municipal Code Section 26.6.6-3, the public hearing was legally noticed by publishing in the Los Angeles Wave, posting the notice on the City Hall posting board and website on June 25, 2020 and mailing public hearing notices to properties within a 300' radius of the subject property on June 24, 2020.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [Ordinance No. 1270 Amending Zoning Map](#)
2. [20200707 Notice of Public Notice Hearing - Zoning Map Amendment](#)

ORDINANCE NO. 1270

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF VERNON AMENDING CHAPTER 26 MODIFYING THE COMPREHENSIVE ZONING MAP OF THE CITY OF VERNON TO INCLUDE THE PROPERTIES LOCATED AT 2328 AND 2332/2334 E. VERNON AVE, VERNON, CALIFORNIA 90058 IN THE HOUSING OVERLAY ZONE

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- C. By memorandum dated July 7, 2020, the Director of Public Works has recommended that the Zoning Map in Chapter 26 of the Municipal Code be amended to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone.
- D. A duly-noticed public hearing has been held to consider the proposed ordinance changes, and public testimony has been received and considered.

THE CITY COUNCIL OF THE CITY OF VERNON HEREBY ORDAINS:

SECTION 2. The City Council of the City of Vernon hereby finds and determines that the above recitals are true and correct and are a substantial part of this ordinance.

SECTION 3. This ordinance was assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. The City Council hereby finds that this ordinance is not subject to CEQA review because the adoption of this ordinance is a continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis.

SECTION 4. The City Council of the City of Vernon hereby approves and adopts the Zoning Map in Chapter 26 of the Municipal Code to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone (Attachment A).

SECTION 5. Any provision of the Vernon Municipal Code or appendices thereto inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further are repealed or modified to that extent necessary to affect the provisions of this Ordinance.

SECTION 6. If any section, subsection, paragraph, sentence, clause, phrase, or portion thereof, of this Ordinance is declared by a court of competent jurisdiction to be unconstitutional or otherwise invalid, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, paragraph, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, paragraphs, sentences, clauses, phrases, or portions thereof, be declared invalid or unconstitutional. To this end, the provisions of this Ordinance are declared to be severable.

SECTION 7. The City Clerk shall certify the adoption and publish this ordinance as required by law.

APPROVED AND ADOPTED this __ day of _____, 2020.

LETICIA LOPEZ, Mayor

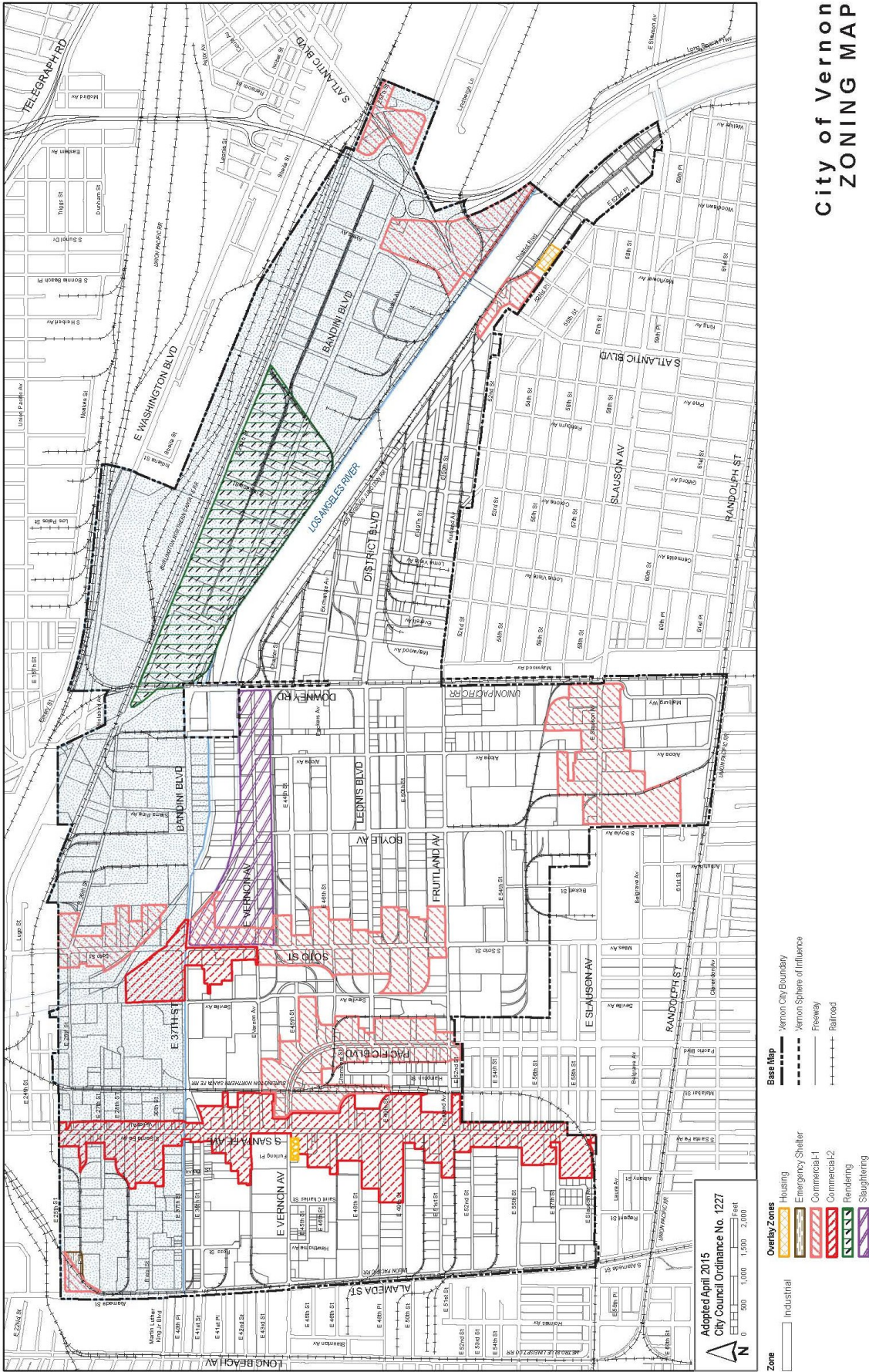
ATTEST:

LISA POPE, City Clerk
(seal)

APPROVED AS TO FORM:

ARNOLD M. ALVAREZ-GLASMAN,
Interim City Attorney

ATTACHMENT A





NOTICE OF CITY COUNCIL PUBLIC HEARING

The City Council of the City of Vernon will conduct a public hearing, which you may attend, at Vernon City Hall, City Council Chamber, 4305 Santa Fe Avenue, Vernon, CA 90058, on **Tuesday, July 7, 2020, at 9:00 a.m.** (or as soon thereafter as the matter can be heard), to:

Consider adoption of an ordinance amending Chapter 26 modifying the Comprehensive Zoning Map of the City of Vernon to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone.

The proposed ordinance will be available for public review on the City's website once the agenda for the meeting is posted or from the City Clerk at CityClerk@ci.vernon.ca.us or 323-583-8811, ext. 546.

Please send your comments or questions to:

Daniel Wall, Director of Public Works
City of Vernon
4305 Santa Fe Avenue, Vernon, CA 90058
(323) 583-8811 Ext. 305 Email: dwall@ci.vernon.ca.us

PROPOSED CEQA FINDING: Find that the proposed action is exempt under the California Environmental Quality Act ("CEQA") review, because it is continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis.

If you challenge the adoption of the proposed ordinance approving and authorizing the amendment of the Comprehensive Zoning Map of the City of Vernon to include the properties located at 2328 and 2332/2334 E. Vernon Ave. Vernon California 90058 in the Housing Overlay Zone or any provision thereof in court, you may be limited to raising only those issues you or someone else raised at the hearing described in this notice or in written correspondence delivered to the City of Vernon at, or prior to, the meeting.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in the meeting, please contact the Office of the City Clerk at (323) 583-8811 ext. 546.

The hearing may be continued, adjourned, or cancelled and rescheduled to a stated time and place without further notice of a public hearing.

Dated: June 18, 2020

Lisa Pope, City Clerk

Publish: June 25, 2020

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CITY ADMINISTRATION

STAFF REPORT

Public Works, Water and Development Services

DATE: APRIL 7, 2015

TO: Honorable Mayor and City Council

FROM: Samuel Kevin Wilson, ^{SKW} Director of Public Works, Water, and Development Services

RE: Approval of a Resolution Updating the General Plan and approval of an Ordinance Amending the Zoning Code

Recommendation

The Project collectively includes the focused update to the General Plan and Zoning Ordinance and Map Amendments. City staff recommends that the City Council:

1. In accordance with the California Environmental Quality Act, contained in Public Resources Code commencing at Section 21000 and the California Code of Regulations, Title 14, Chapter 3, certifies the Supplemental Final Environmental Impact Report dated March 2015, adopt Findings of Fact and Statement of Overriding Considerations, and adopt Mitigation Measures and a Mitigation Monitoring and Reporting Program for the City of Vernon General Plan and Zoning Ordinance Update (State Clearinghouse No. 2007061031). It is further recommended that the City Clerk of the City of Vernon shall be designated as the custodian of all documents or other materials which constitute this record of proceedings upon which this decision is made; and
2. Adopt a Resolution adopting the General Plan Amendment.
3. Adopt an Ordinance adopting the Zoning Ordinance Amendment and Zoning Map.

Background

The General Plan is a comprehensive, long-range plan that guides decisions relating to land use, transportation, housing, public safety, use of open space and natural resources, parks and recreation, and noise in the community. The Zoning Ordinance implements the land use policies contained in the General Plan.

The City of Vernon adopted comprehensive updates to the City of Vernon General Plan and Zoning Ordinance on December 3, 2007. The General Plan was amended in 2009 and 2013 to update the Housing Element and housing-related portions of the Land Use Element.

The proposed project is a focused update to the General Plan to comply with new State laws and make adjustments to land use policy regarding commercial uses and trucking and freight terminals, among other minor amendments. The Zoning Code is the primary implementation tool of the General Plan. As part of the General Plan update project, modifications to the Zoning Code are proposed to maintain consistency with the General Plan and to modernize and respond to current issues and developments.

Update to General Plan Elements

Land Use Element

The City of Vernon General Plan has one land use category (Industrial) and five overlay districts: Commercial, Rendering, Slaughtering, Housing, and Emergency Shelter. The update modifies and expands the area to which the Commercial Overlay applies. The Commercial Overlay, which currently applies to Santa Fe Avenue and portions of Soto Street, would also apply to an expanded area of Soto Street, portions of Pacific Boulevard, Atlantic Boulevard, and Slauson Avenue, along with a small area along Alameda Street. This expansion of the Commercial Overlay is intended to both meet the needs of the daytime employee population and allow for a broader mix of uses on aging industrial sites. A modification was also made to restrict the extent of the Housing Overlay in the southeast corner of the City to the properties actually occupied by the Meta Housing development.

The update to the Land Use Element also includes new policies to facilitate more intensive employment-generating uses near transit stops and to allow truck terminals and freight operations in certain locations. In addition, flood hazard information is provided to comply with State law (AB 162).

Circulation Element

To respond to changes in the Land Use Element, the update also includes a related change to the Circulation Element—removing a policy that limited trucking facilities to existing locations.

Safety Element

AB 162 (and related revisions to Section 65302 of the California Government Code) requires an update to the General Plan to identify areas subject to flooding and to incorporate any newly available information. The Safety Element of the General Plan is revised to reflect updated flood risks based on the most recent available data from the Federal Emergency Management Agency (FEMA), including revisions to the FEMA Flood Hazard Zones Map (Figure S-3). Most data were added for informational purposes to comply with State law. One additional policy was added requiring housing to be located using the Housing Overlay District and to be located in limited areas where potential hazards can be avoided.

Resources Element

Pursuant to AB 162, identification of rivers, creeks, streams, flood corridors, riparian habitat, and land that may accommodate floodwater for purposes of groundwater recharge and storm water

management are required in the Resources Element. To comply with this provision, additional information is provided in the Resources Element to clarify the lack of riparian habitat in Vernon.

In addition, a new section of the Resources Element addresses AB 32, the Global Warming Solutions Act of 2006 and SB 375. A policy was added indicating the City will consult with other agencies to facilitate coordination on land use, circulation, and infrastructure improvement projects. Limited changes to the Resources Element are also included to reflect the most recent Urban Water Management Plan (UWMP) information available.

Noise Element

The Noise Element is updated with minor changes to consider noise impacts to any housing development that may be permitted within the Housing Overlay. Two existing policies are modified to require new developments to incorporate appropriate noise attenuation to achieve the City's noise standards and to minimize noise impacts on new residential development through carefully planned design and construction approaches that limit noise intrusion, where practical.

Implementation Plan

To correlate with new policies in the General Plan, focused new actions/modifications to existing Actions are proposed.

The proposed amended General Plan, as revised and including the Draft Land Use Map, is attached herewith in **Attachment A**.

Update to Zoning Ordinance and Zoning Map

The City has drafted amendments to the Zoning Ordinance to achieve consistency with proposed Land Use Element Overlay Districts and the goals, policies, and implementation measures specified in the General Plan.

New Overlay Zones

These revisions include the establishment of a new Truck and Freight Terminal Overlay Zone (TF) and application of the overlay to approximately 1,065 acres of land located in the northern portion of the city. Additionally, given the expanded Commercial Overlay General Plan Land Use designation, the Commercial Overlay was revised to divide it into two overlay zones: C-1 and C-2, with the overlay zones to be applied to approximately 281 acres and 177 acres, respectively.

Additional Uses Permitted and Conditionally Permitted

Additional land use categories were added, along with new definitions. For example, the update includes a new "Ancillary Retail Use" allowance whereby businesses may be permitted to dedicate a portion (no more than 10 percent) of existing industrial space to an ancillary retail use in connection with their Permitted Use. Such a use will facilitate sample sales and similar retail functions for manufacturing operations. Additional new uses defined include convention and entertainment venues (which shall not be permitted in the City), drive-through facilities, fueling stations, hazardous waste facilities, public utilities, tattoo parlors, trade schools, urgent care facilities, and wholesale uses. The intent of these new definitions is to provide modern definitions to reflect current zoning and use trends.

New Development Standards for Billboards Oriented to I-710

The revisions establish distancing requirements for billboards (i.e., the allowable distance between such signs) that are designed to be primarily viewed from the I-710; the standards conform to Caltrans' standards. Standards are established for both digital and static (non-digital) billboards. Distancing requirements for billboards elsewhere in the City remain unchanged.

Parking and Outdoor Storage

Parking standards (spaces per use) are proposed for new uses in the Zoning Ordinance. The update extends the amortization date to 2020 for nonconforming outdoor storage and activities that occupy required parking spaces. The update also proposes a process whereby the required number of off-street Parking Spaces for an individual property/use may be reduced by outdoor storage and activities if a parking demand study is prepared that finds the project site has excess parking spaces beyond the permitted use's need. Additional standards were also added for the screening of outdoor storage and activities adjacent to residential uses.

Nonconforming Buildings

The South Coast Air Quality Management District (SCAQMD) is considering establishing regulations that would require certain existing rendering business to enclose some of their operations due to odor issues. To accommodate this proposed new regulation, the code amendments would modify the Zoning Code *Restrictions on Nonconforming Buildings and Uses* section to allow existing nonconforming buildings and uses to increase floor area/square footage if required by a governmental agency to reduce the environmental impacts caused by the use.

Administrative Process and Permits

The Zoning Ordinance amendments were also undertaken to facilitate administration processes and procedures. Three new permits are provided in the Zoning Ordinance: 1) a Minor Conditional Use Permit, 2) a Temporary Use Permit, and 3) a Special Event Permit. The purpose of the Minor Conditional Use Permit is to provide a business-friendly permit process for uses that may only be suitable in specific locations or designed and constructed in a particular manner or under certain conditions, but are of a scale that would be less impactful than those that may be permitted with a Conditional Use Permit. The permit process for a Minor Conditional Use Permit would not require a public hearing with the City Council, and could thus be issued more quickly.

The new Temporary Use Permit process is intended to provide a process to authorize temporary, short-term activities that would be compatible with adjacent and surrounding uses. The Special Event Permit would facilitate temporary uses that are considered minor in nature by virtue of having minimal impact to surrounding properties, such as indoor or outdoor sales event of product normally stored or produced onsite, outdoor or indoor meeting, ground-breaking ceremony, holiday or special occasion party, or similar event. A public hearing is not required for the Director's decision on a Temporary Use Permit or the Vernon Fire Chief's decision on a Special Use Permit.

The process for making Minor Modifications to existing Conditional Use Permits was also streamlined. In addition, the required findings for a variety of permits were updated to provide clarity in implementation. Time requirements for Conditional Use Permits were also extended (the use for which the Conditional Use Permit was granted would be allowed to lapse for a year, rather than 120 days).

Definitions and Clean-up

Further, the Amendment incorporates multiple new definitions and additional clean-up, non-substantive revisions to provide clarity in implementation of the Zoning Ordinance, including new graphics to illustrate standards.

The draft ordinance is attached herewith as **Attachment B**.

Zoning Map

The Zoning Map is proposed to be amended to implement revised General Plan policy. To be consistent with General Plan changes, the Zoning Map identifies locations for the C-1 and C-2 zone overlays, consistent with the Commercial General Plan Overlay, and revises the boundaries of the existing Housing Overlay. The Truck and Freight Terminal Overlay Zone district is added to the draft Zoning Map. The draft Zoning Map is attached herewith as **Attachment C**.

Outreach Summary and Community Input

Two recent public workshops were held (January 26, 2015 and February 5, 2015) to discuss the Draft Zoning Ordinance amendments. Approximately 15 individuals attended each workshop. Also, a workshop was held in 2012 with the Chamber of Commerce to discuss options for amending the zoning ordinance.

Comments received at the workshops included: 1) suggestion to allow adaptive reuse of existing buildings for residential uses and expanding the Housing Overlay area, 2) suggestion to allow wholesale businesses to sell at retail, 3) suggestion to allow industrial properties with on-site offices to rent/lease office space to outside users, and 4) concern about the landscape requirement for parcels within the C-1 and C-2 overlays. A memo summarizing meeting comments is attached herewith as **Attachment D**.

Public Comment on Additional Housing: Staff has concerns with compatibility issues with the introduction of any housing when industrial prevail uses throughout Vernon. Because of the range of uses allowed in the Industrial zone, at any time a new industrial use could be established that might pose hazards to residential uses. The Housing Overlay gives the City the ability to assess any proposed housing development application on a case-by-case basis and only apply the overlay to properties where it makes good sense to do so, such as the recent Meta Housing development adjacent to existing residential uses in the city of Maywood. If Council would like staff to further investigate permitting additional housing, Staff recommends conducting a separate study to identify appropriate locations for the Housing Overlay zone.

Public Comment on Allowing Wholesalers to Sell at Retail: As part of the draft Zoning Ordinance Amendments, a new ancillary retail use is proposed for the Industrial Zone. An ancillary retail use would be permitted with a Minor Conditional Use Permit.

Public Comment on Leasing Offices within Industrial Uses: City staff agrees that the use of this space should be utilized and not subject only to the primary tenant of the space. As such, staff incorporated an additional amendment to the Zoning Ordinance to modify section 26.2.1-2 to allow the right to sublease to separate tenant office space areas.

Public Comment on Landscaping: The C-1 and C-2 overlay zones include a requirement that at least five percent of the gross lot area be dedicated to irrigated landscaping that is visible from the street. The previous standard required one percent of the gross lot area to be dedicated to landscaping within the Commercial Overlay Zone. The intent of the revised landscaping requirement is to provide a good commercial interface for pedestrian activity along the streets. City staff believes that the proposed changes should not be modified and that landscaping should be required.

CEQA

Adoption of the General Plan and Zoning Code amendments is considered a “project” under the California Environmental Quality Act (CEQA). The Project collectively includes the Proposed General Plan Amendments, General Plan Land Use Map Amendments, Zoning Ordinance Amendments, and Zoning Map Amendments. CEQA documentation must be prepared, and the City Council must make an environmental determination pursuant to CEQA prior to taking action on the project.

On December 3, 2007, the City Council certified the FEIR for the General Plan and Zoning Ordinance Update. The 2007 FEIR for the General Plan and Zoning Ordinance Update examined the environmental effects associated with the adoption and long-term implementation of the City of Vernon General Plan and Zoning Ordinance update. In 2014, a Supplemental Environmental Impact Report (SEIR) for the project was prepared in compliance with CEQA, as established in Section 21000-21178 of the California Public Resources Code and Section 15000-15387 of the California Code of Regulations, to provide the environmental review for these proposed amendments to the General Plan and Zoning Ordinance. CEQA authorizes a City to prepare a Supplement to a previously certified EIR if some changes or additions are necessary to a previously analyzed project. The SEIR includes an analysis of potential environmental impacts associated with the proposed project; unavoidable significant impacts have been identified related to transportation/traffic, as was previously identified in the certified EIR. No other significant, unavoidable impacts have been identified. A copy of the Draft SEIR is attached herewith as **Attachment E**.

The SEIR was available for a 45-day comment period from December 4, 2015 to January 19, 2015. Comment letters were received from the California Native American Heritage Commission, the California Department of Transportation (Caltrans), and The Ness Companies. A copy of the Final SEIR, which includes copies of the comment letters and responses to comments, is attached herewith as **Attachment F**.

It is recommended that Findings of Fact and a Statement of Overriding Considerations (attached herewith as **Attachment G**) be adopted for the project subject to the mitigation measures set forth in the Mitigation Monitoring Reporting Program, attached herewith as **Attachment H**. It is further recommended that the City Council adopt the Mitigation Monitoring Reporting Program contained in Attachment F.

Fiscal Impact

The City of Vernon contracted with consulting firm Moore Iacofano Goltsman, Inc. to assist with completing General Plan and Zoning Code Amendments. No additional fiscal impact is associated with adoption of the proposed amendments.

Attachments:

Attachment A – Draft Vernon General Plan

Attachment B – Zoning Ordinance

Attachment C – Zoning Map

Attachment D – Memo summarizing meeting comments

Attachment E - Vernon General Plan and Zoning Ordinance Update SEIR Volume I & II

Attachment F - Vernon General Plan and Zoning Ordinance Update SEIR Volume III – Final EIR

Attachment G – FEIR Findings of Fact & Statement of Overriding Considerations

Attachment H – Mitigation Monitoring Reporting Program

Attachment A

City of Vernon General Plan



CITY OF VERNON

GENERAL PLAN

Adopted December 3, 2007

Amended February 23, 2009

Amended February 5, 2013

Draft for Public Review March 2015

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VERNON GENERAL PLAN

INTRODUCTION



INTRODUCTION

VERNON – FOUNDING OF THE CITY AND ESTABLISHING ITS MISSION

The City of Vernon was founded in 1905 as an industrial city, and it remains so today. This General Plan reflects the long history and continues the City's mission of maintaining Vernon as an ideal location for industry in Southern California.

At the turn of the twentieth century, the lands now comprising Vernon were largely farmland. However, the location south of downtown Los Angeles and the presence of major rail lines led influential businessmen and property owners to encourage railroad companies to run spur lines into the adjacent farmlands. These rail extensions enabled the creation of an "exclusively industrial" city. James J. and Thomas Furlong and John B. Leonis led the city formation effort, and Vernon incorporated in 1905.

**Vernon farmland along the
Los Angeles River, 1926**



Although the presence of the rail lines facilitated industrial development, the process was slow. A few new industrial businesses located in Vernon during the colorful period between incorporation and Prohibition Period of the 1920s. Other businesses located in the City during this period, such as Doyle's bar, which employed 37 bartenders and hosted an arena where 20 world championship boxing matches were held. Vernon also had a ballpark for the Vernon Tigers, which won Pacific Coast League championships on multiple occasions .

By the 1920s, Vernon was attracting large stockyards and meatpacking facilities, including slaughtering operations. While the stockyards have vanished, meat processing remains a signature business in the City. The Farmer John's facility, with its iconic pig mural, processes pork products, including the famous Dodger Dogs enjoyed by baseball fans. Refrigerated food storage began as an outgrowth of the early meat packing and processing activities and is now a significant activity as well.



**Los Angeles Union Stock
Yards in Vernon, 1937**

To provide for the service requirements of these activities, including the electrical demands of the cold storage and refrigerated facilities, in the early 1930s the City began building municipal water supply and distribution facilities, as well as its own electrical power plant, which remains in operation. The capability of the City to provide these two critical services at a relatively low cost continues to be a competitive advantage for Vernon in attracting industry.

During the 1920s and '30s, Vernon became the location of choice for many heavy industrial plants, including steel, aluminum, paper, and glass producers. Automobile assembly, canning, and other manufacturing operations also were established in the City in this period. As economic conditions have changed over the decades, however, many of these large-scale industrial operations have relocated out of Southern California or even out of the country.

Vernon Potteries, 1931



The focus of businesses has shifted to smaller, more specialized manufacturing, processing, and storage operations.

The City's business-friendly environment, competitive-cost utilities, (largely due to the recent completion of the Malburg Generating Station), and key location for trucking and rail transport continue to position Vernon as an ideal location for industrial uses.

VISION FOR THE FUTURE

As Vernon enters the twenty-first century, its mission and character remains unchanged. For the foreseeable future, Vernon will continue to be an almost totally industrial city, with limited retail commercial and food service operations to support the large day-time business population, and few residences. City policy, land use restrictions, and limited land availability will allow Vernon to continue its mission to attract new, highly specialized industrial businesses.

As noted in the City's 1992 General Plan, national economic and environmental regulations have resulted in the shift of many types of industrial operations to other areas of the world. These forces have affected the type and character of industrial operations in Vernon, as they have elsewhere in the United States. Technological advances, environmental regulations, the cost of labor and raw or processed materials, and the cost of energy and petroleum products necessitate

continuing change in Vernon’s industrial operations and in the types of new industries desiring to locate in the City. Together with the aging of both private development and the public infrastructure, these factors require that a framework for guiding future growth and development in the community be developed. This General Plan addresses the continuing change, growth, and development of Vernon over the next two decades and provides a public policy statement regarding the future of the City.

PURPOSE AND SCOPE OF THE PLAN

Adopted by the City Council and available to all businesses, property owners, and others with an interest in the community, the General Plan is available for public review at all times. The Plan complies with the requirement by the State of California that all cities prepare and adopt a comprehensive, long-range plan to serve as a guide for the future. The Plan contains the goals, policies, and explanatory detail about issues important to the future of Vernon. Plan policies address land use (including housing), infrastructure, public safety, resources, and noise within topic-related chapters, or “elements”. These elements are:

- Land Use Element
- Infrastructure Element
- Safety Element
- Natural Resources Element
- Noise Element
- Housing Element

General Plan policies and programs are supported by several key documents, listed below. While not technically a part of the Plan, each contributes to the ability of the City officials and staff – as well as the public – to understand the Plan and carry out its mandates. These documents may be updated, modified, or replaced over time, and readers should seek the current version for reference. These additional documents are:

- Final Environmental Impact Report (FEIR) and Monitoring Plan for the General Plan
- Implementation Plan

- Five-Year Capital Improvements Program
- Urban Water Management Plan
- Natural Hazards Mitigation Plan
- Standardized Emergency Management System (SEMS)
Multi-hazard Functional Plan

Other documents may be prepared over time to support implementation of the General Plan policies or as may be directed by the State Legislature. These should be reviewed for additional detail regarding various proposals contained in the General Plan.

PUBLIC INVOLVEMENT IN DEVELOPING THE GENERAL PLAN

As part of the General Plan program, the City undertook a public outreach program to identify issues and establish a new General Plan policy foundation. The outreach program included a City mailer, scoping meeting, and public hearings.

The City distributed a mailer to property and business owners in Vernon regarding the General Plan. The mailer asked the Vernon business community to identify issues that can be addressed by the General Plan. Comments returned to the City were recognized in developing the General Plan.

Those attending the scoping session (held in accord with the requirements of CEQA) were also given the opportunity to comment on the Public Review Draft of the Plan and the Zoning Ordinance.

Prior to adoption of the General Plan, the Draft General Plan and associated Environmental Impact Report were circulated for public review and comment. Public hearings were conducted before the Vernon City Council.

RELATIONSHIP OF VERNON GENERAL PLAN TO STATE REQUIREMENTS FOR PLANS

This General Plan contains six elements, as well as a comprehensive Implementation Plan. These elements relate to the seven elements mandated by State law as follows:

**Table I-1
Relationship of Vernon General Plan to
Mandated State Elements**

Vernon General Plan Elements	State Required Elements
Land Use	Land Use
Circulation and Infrastructure	Circulation
Safety	Public Safety
Noise	Noise
Natural Resources	Open Space Conservation
Housing	Housing

RELATED PLANS AND PROGRAMS

State law places the General Plan atop the hierarchy of land use planning regulations, although, as a Charter City, Vernon's Zoning Ordinance is its governing law as to land use. The General Plan provides guidance to the City Council in enacting ordinances relating to zoning, land use, public improvements, and development programs. Also, regional governmental agencies, such as the Southern California Association of Governments and the South Coast Air Quality Management District, have been established in recognition of the fact that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as air quality, transportation, and housing needs have resulted in the adoption of regional plans. The policies Vernon adopts are affected by these plans. The following paragraphs describe ordinances, plans, and programs which should be considered in association with the General Plan in development and planning decisions.

Federal Plans and Programs

National Pollutant Discharge Elimination System

As part of a multi-pronged effort to improve the quality of water resources nationwide, the federal government authorized the State Regional Water Quality Control Board and its regional offices such as the Los Angeles Regional

Water Quality Control Board to set up programs to implement National Pollutant Discharge Elimination System (NPDES) goals. Under the NPDES Stormwater Permit issued to the County of Los Angeles and Vernon as a co-permittee, most new development projects in the City are required to incorporate measures to minimize pollutant levels in stormwater runoff. Compliance is required at the time that construction permits are issued, as well as over the long term through periodic inspections.

National Flood Insurance Program

The Federal Emergency Management Agency administers the National Flood Insurance Program (NFIP). The NFIP provides federal flood insurance subsidies and federally financed loans for eligible property owners in flood-prone areas. Vernon has no mapped flood hazard areas.

Clean Water Act

Congress passed the Federal Water Pollution Control Act Amendments of 1972 and the Clean Water Act (CWA) of 1977 to provide for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's lakes, streams, and coastal waters. Primary authority for the implementation and enforcement of the CWA (33 U.S.C. 1251) now rests with the U.S. Environmental Protection Agency (EPA) and, to a lesser extent, the U.S. Army Corps of Engineers. In addition to the measures authorized before 1972, the CWA implements a variety of programs, including: federal effluent limitations and state water quality standards; permits for the discharge of pollutants and dredged and fill materials into navigable waters; and enforcement mechanisms. Section 404 of the CWA is the principal federal program that regulates activities affecting the integrity of wetlands.

California State Plans and Programs

California Environmental Quality Act (CEQA)

The California Environmental Quality Act (CEQA) was adopted by the state legislature in 1970 in response to a public mandate for thorough environmental analysis of projects impacting the environment. The provisions of the law and environmental review procedure are described in the CEQA Law and Guidelines. CEQA is the instrument for ensuring that environmental impacts of local development projects are

appropriately assessed and mitigated, and if not fully mitigated, ensuring that project benefits to the community are substantial. The Department of Community Services reviews projects for conformance with CEQA.

California Noise Insulation Standards (Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or Ldn) of 60 dB or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dB. The Department of Community Services enforces Title 24.

Seismic Hazards Mapping Act

California's 1990 Seismic Hazards Mapping Act requires the State Geologist to compile maps identifying and describing seismic hazard zones throughout California. Guidelines prepared by the State Mining and Geology Board identify the responsibilities of state and local agencies in the review of development within seismic hazard zones. Development on a site that has been designated as a seismic hazard zone requires a geotechnical report, and local agency consideration of the policies and criteria established by the Mining and Geology Board. Over the years, the program has expanded to include mapping of seismic-related hazards such as liquefaction- and landslide-prone areas. The Safety Element discusses seismic hazards associated with faults and those identified on state seismic hazard maps. Vernon contains only liquefaction-prone areas. The Safety Element contains a map identifying these areas.

AB 32

Assembly Bill 32, the Global Warming Solutions Act (passed in 2006), sets the target of reducing emissions of greenhouse gases statewide to 1990 levels by 2020. The bill assigned the task of coming up with a scoping plan for this reduction to the

California Air Resources Board (CARB). This plan, which CARB's board approved in December 2008, has a range of greenhouse gas (GHG) reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program.

SB 375

Senate Bill 375 (2008) takes aim at reducing the single largest source of greenhouse gases in California—emissions from passenger vehicles—by working to reduce vehicle miles traveled. The law prompts California regions to work together to lower these emissions, and requires the integration of planning processes for transportation, land use, and housing. SB 375 requires CARB to develop regional reduction targets for automobiles and light trucks GHG emissions. The regions, in turn, are tasked with creating “sustainable communities strategies,” which combine transportation and land use elements to achieve the emissions reduction target, if feasible. Vernon is cooperating with these efforts. The Gateway Cities Council of Governments, comprised of 26 local cities including Vernon, completed a *Subregional Sustainable Communities Strategy*, which is a part of the SCAG *Sustainable Communities Strategy*. Vernon is also part of the larger Southern California Association of Governments, or SCAG, and as such participates in the development and implementation of the *Sustainable Communities Strategy* for the SCAG region.

Regional and County Level Plans and Programs

SCAG Regional Comprehensive Plan and Guide

The Southern California Association of Governments undertakes regional planning for the six-county SCAG region of Los Angeles, Orange, Riverside, San Bernardino, Imperial, and Ventura counties. SCAG's efforts focus on developing regional strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing. The Regional Comprehensive Plan and Guide sets forth broad goals intended to be implemented by participating local and regional jurisdictions and the South Coast Air Quality Management District. SCAG has adopted companion documents to the Regional Comprehensive Plan and Guide, most notably the Regional Transportation Plan (see below).

Congestion Management Plan

The Congestion Management Plan (CMP) is a program adopted by the state legislature and approved by the voters in 1990 through Proposition 111. As a new approach to addressing congestion concerns, the CMP was created for the following purposes:

- To link land use, transportation, and air quality decisions
- To develop a partnership among transportation decision-makers on devising appropriate transportation solutions that include all modes of travel
- To propose transportation projects which are eligible to compete for state gas tax funds

The Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for preparing the County's CMP. Metro is required by state law to monitor local implementation of all CMP elements. Local jurisdictions are required to monitor arterial congestion levels, monitor transit services along certain corridors, and implement an adopted trip reduction ordinance and land use analysis program.

Regional Transportation Plan

The Regional Transportation Plan (RTP) is a component of the Regional Comprehensive Plan and Guide prepared by SCAG to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st century. The RTP, which SCAG periodically updates to address changing conditions in the Southland, has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, private institutions, and private citizens. The RTP sets broad goals for the region, and provides strategies to reduce problems related to congestion and mobility.

In recognition of the close relationship between the traffic and air quality issues, the assumptions, goals, and programs contained in the Plan parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan

The federal Clean Air Act requires preparation of plans to improve air quality in any region designated as a nonattainment area. The Air Quality Management Plan, or AQMP, prepared by the South Coast Air Quality Management District, first adopted in 1994 and updated on a three-year cycle, contains policies and measures designed to achieve federal and state air quality standards within the South Coast Air Basin. The assumptions and programs in the AQMP draw directly from regional goals, objectives, and assumptions in SCAG's Regional Comprehensive Plan and Guide.

City Level Plans and Programs

Vernon Zoning Ordinance

In recognition of the City's industrial nature, the City's Zoning Ordinance establishes one Zone (the Industrial Zone) throughout the City, and provides for several Overlay Zones. The Zoning Ordinance establishes land use regulations for the City and each Overlay Zone with respect to permitted uses, allowable intensity, and development standards. The Zoning Ordinance explains the purposes of the Industrial Zone and each Overlay Zone, specifies permitted uses and conditional uses, and establishes development standards, and includes a map describing the location of each Overlay Zone. The Zoning Ordinance is the governing land use law for the City, and to the degree practical, implements the goals, policies, and development expectations established in Vernon's Land Use Plan.

Urban Water Management Plan

Vernon's Urban Water Management Plan provides the long-term plan and vision for managing its water resources and providing a reliable supply of water to its customers. The Plan details water supplies, water quality impacts, water demand management measures, water shortage contingency plan, and water recycling methods.

Water Department Emergency Response and Recovery Plan

The Vernon Water Department Emergency Response and Recovery Plan is designed to prepare the City's Water Department for a planned response to emergency situations associated with natural disasters, technological incidents, and

natural security emergencies in, or affecting Vernon Water Department's facilities and its service area. The plan is consistent with the requirements of Government Section 8607 and is intended to be used in conjunction with the State Emergency Plan.

Standardized Emergency Management System Multi-Hazard Functional Plan

Vernon's Standardized Emergency Management System (SEMS) Multi-Hazard Function Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and natural security emergencies. The plan does not address normal day-to-day emergencies or the well-established and routine procedure used in coping with such emergencies. Instead, the operational concepts reflected in this Plan focus on potential large-scale disasters, which can generate unique situations requiring unusual emergency responses.

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VERNON GENERAL PLAN

LAND USE ELEMENT



LAND USE ELEMENT

1.0 PURPOSE AND FOCUS

1.1 Purpose of this Element

This Land Use Element establishes the broad, general policies for how properties are used in Vernon, including location, distribution, type, and intensity of development, with the overarching goal of maintaining Vernon as an industrial city. The Land Use Policy Map graphically illustrates the planned pattern of land use in Vernon and the City's sphere of influence, which consists of unincorporated lands adjacent to Vernon which have a bearing and influence on properties in the City.

The General Plan and Land Use Element goals and policies provide guidance to the City Council and City officials regarding zoning, land subdivision, public improvements, and physical development programs.

The Land Use Element and the circulation portion of the Circulation and Infrastructure Element are closely tied. It is intended that the land use patterns and intensities permitted by Land Use Element policies be supported by the streets,

highways, and other transportation systems planned in the Circulation and Infrastructure Element. Vernon recognizes that its street system is constrained by long-established development patterns, and land use policies have been crafted accordingly to minimize the adverse effects of specific land uses on the local street system. To continue to attract and support industrial businesses, the City must be able to accommodate the vehicular traffic associated with desired uses.

With regard to housing, long-standing City policy has been to discourage housing, recognizing that the traffic, noise, and odors that industrial uses produce are generally incompatible with residential development. In the past, land use policy limited housing to existing, long-established single-family homes and apartments. However, in 2011 the City Council committed to implementing new good governance practices that included adopting land use policies aimed at increasing the voting populous. Specifically, the City has identified specific locations where a limited amount of new housing can be constructed, and has adopted implementing zoning regulations. Recognizing Vernon's mission to remain an industrial city, the locations for housing have been selected to minimize adverse interface between industrial and residential uses. Vernon's city boundaries blur and blend into urban Los Angeles County, and many of the people working in businesses in Vernon live relatively close by in communities removed from industrial conditions and where they have access to parks, grocery stores, pharmacies, and other residential amenities. Thus, it is appropriate that new housing opportunities in Vernon remain very limited.

1.2 Focus

The key policy objective of the City is to remain almost exclusively an industrial city, serving the needs of industry, including local, national, and international consumers of goods produced by manufacturers. To fulfill this objective, this Element describes a limited range of land use categories, establishes standards of use and intensity, and sets forth policies relating to use of properties.

1.3 Flood Management

In 2007, the State adopted legislation that strengthened the long-existing requirement that a General Plan address flood management by specifically mandating that the Land Use Element identify flood-prone areas mapped by either the

Federal Emergency Management Agency (FEMA) or the State Department of Water Resources. Flood Insurance Rate Maps, which are prepared by FEMA, identify potential flood zones. Please refer to the Safety Element, which addresses this issue in detail.

2.0 LAND USE PLAN

The Land Use Plan consists of the Land Use Policy Map and text that describes the types and intensities of permitted uses. The Land Use Plan, along with the Zoning Ordinance, provides guidance and direction for all planning and land use decisions.

2.1 Land Use Terms and Concepts

In discussing how properties may be developed, this Element uses the following planning terms and concepts.

Land Use Designations

“Designation” means a generalized category of land use type, with associated standards of use and development.

Intensity

Intensity is used to describe the level of development existing or permitted on a lot or parcel of land. *Intensity* applies to industrial and commercial land uses. Intensity means the total building square footage, percent of lot coverage, or floor-area ratio established on a property.

The measure of intensity Vernon has adopted is the floor-area ratio. Floor-area ratio, or FAR, describes the relationship between the total square footage of development on a lot and the area of that lot. In general, the FAR can be determined by dividing the gross floor area of all buildings on a lot by the land area of the lot. A precise definition is contained in the Zoning Ordinance.

FAR and factors such as building square footage, building height, and the percent of the lot devoted to parking, open storage, and similar uses are all interrelated. For example, a 20,000 square-foot building on a 40,000 square-foot lot has a FAR of 0.50:1. This 0.50:1 FAR can accommodate a single-story building that covers half the lot or a two-story building with reduced lot coverage. Figure LU-1 illustrates different FAR calculations.

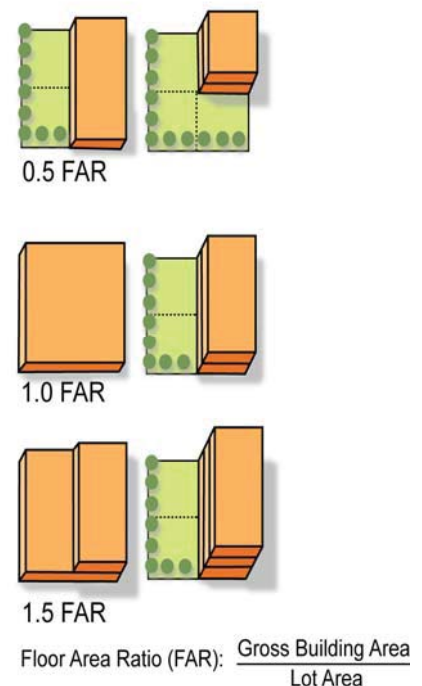


Figure LU-1: Floor Area Ratio

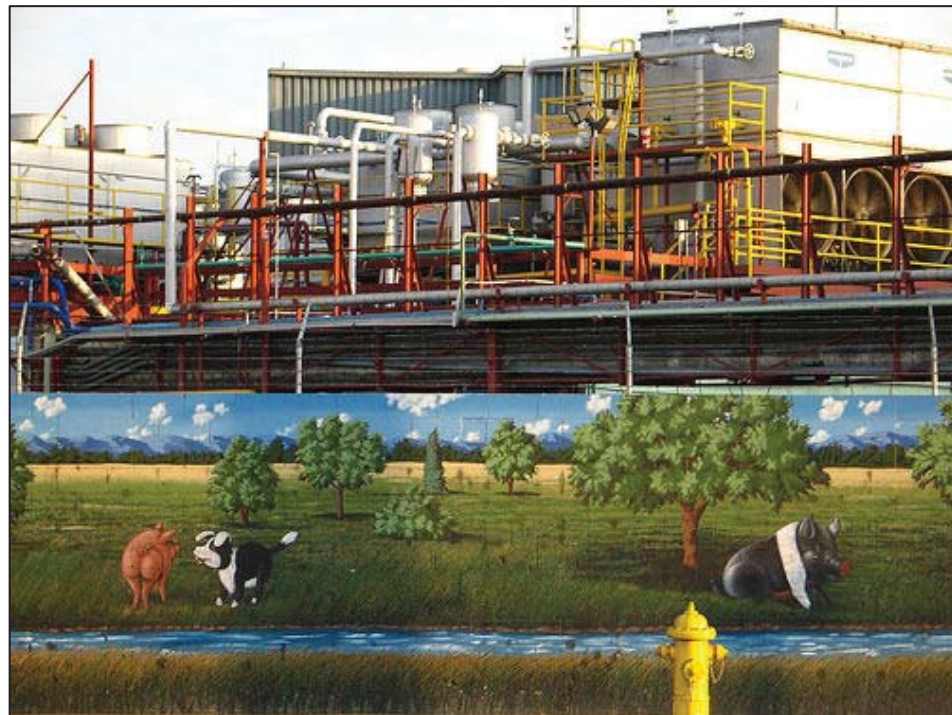
Density

For residential uses, the term density describes the level of development permitted. New residential uses, in addition to existing homes, are permitted only at a few limited locations in the City. Land use policy limits housing at these locations by establishing a maximum allowable density. Density is described in terms of the number of dwelling units allowed per net acre (du/acre). Net acre is defined as the gross project or lot area, less that portion of the site to be used or dedicated for use as a public road and for flood control purposes.

Substantive Improvements

Several land use policies call for the City to take action, or for new requirements to take effect, when land uses change or when substantive improvements are made to a property. In general, if a building with a nonconforming use is vacant for more than two years, there is a voluntary major alteration or repair (defined as an alteration or repair costing more than 50% of the building's fair market value), or an increase in square footage, such change will require conformity with the permitted uses and development standards of the Zoning Ordinance. The requirements for bringing nonconforming uses into conformity with the Zoning Ordinance are described in detail in the Zoning Ordinance.

*A Vernon icon: the Farmer
John meat processing plant*



2.2 Land Use Designations and Land Use Policy Map

The Land Use Policy Map, Figure LU-2, identifies the planned distribution of land use in Vernon. In recognition of Vernon's unique status as an exclusively industrial city, the General Plan contains one land use category (Industrial), and five Overlay Districts (Commercial, Rendering, Slaughtering, Housing, and Emergency Shelter).

Industrial (I) – The industrial designation is purposefully structured to allow for a broad range of uses that support the City's desire to maintain its status as a regional manufacturing and industrial center. The Industrial land use designation allows manufacturing, industrial uses, refrigerated and cold storage warehouses, data centers, general warehousing, industrial gas manufacturing, and any use or activity undertaken by the City. Refineries, energy generating facilities, hazardous waste facilities, trash to energy facilities, petroleum related uses, and other complementary uses may be permitted with special approval such as a Conditional Use Permit (CUP). Certain ancillary uses may be permitted in accordance with Zoning Ordinance requirements. The maximum permitted FAR is 2:1.

Overlay Districts

All uses allowed in the Industrial category are permitted in the Overlay Districts. Each Overlay District allows certain specialized uses not permitted in other areas of the City. The Zoning Ordinance may impose conditions on the permitted uses and may identify appropriate development standards. The Plan provides for five Overlay Districts:

- Commercial
- Rendering
- Slaughtering
- Housing
- Emergency Shelter

Commercial Overlay District – The Commercial Overlay District, encompassing approximately 535 acres, is established along Santa Fe Avenue, Pacific Boulevard, Atlantic Boulevard, and Slauson Avenue, and along portions of Soto Street – as indicated on the Land Use Policy Map – to accommodate retail, commercial, service, and restaurant uses that support the needs

of the daily employee population. Such uses may be permitted with a Conditional Use Permit.

Rendering Overlay District - A Rendering Overlay District, encompassing 164 acres, exists in the area indicated on the Land Use Policy Map. With a Conditional Use Permit, lots over one acre may be used for rendering.

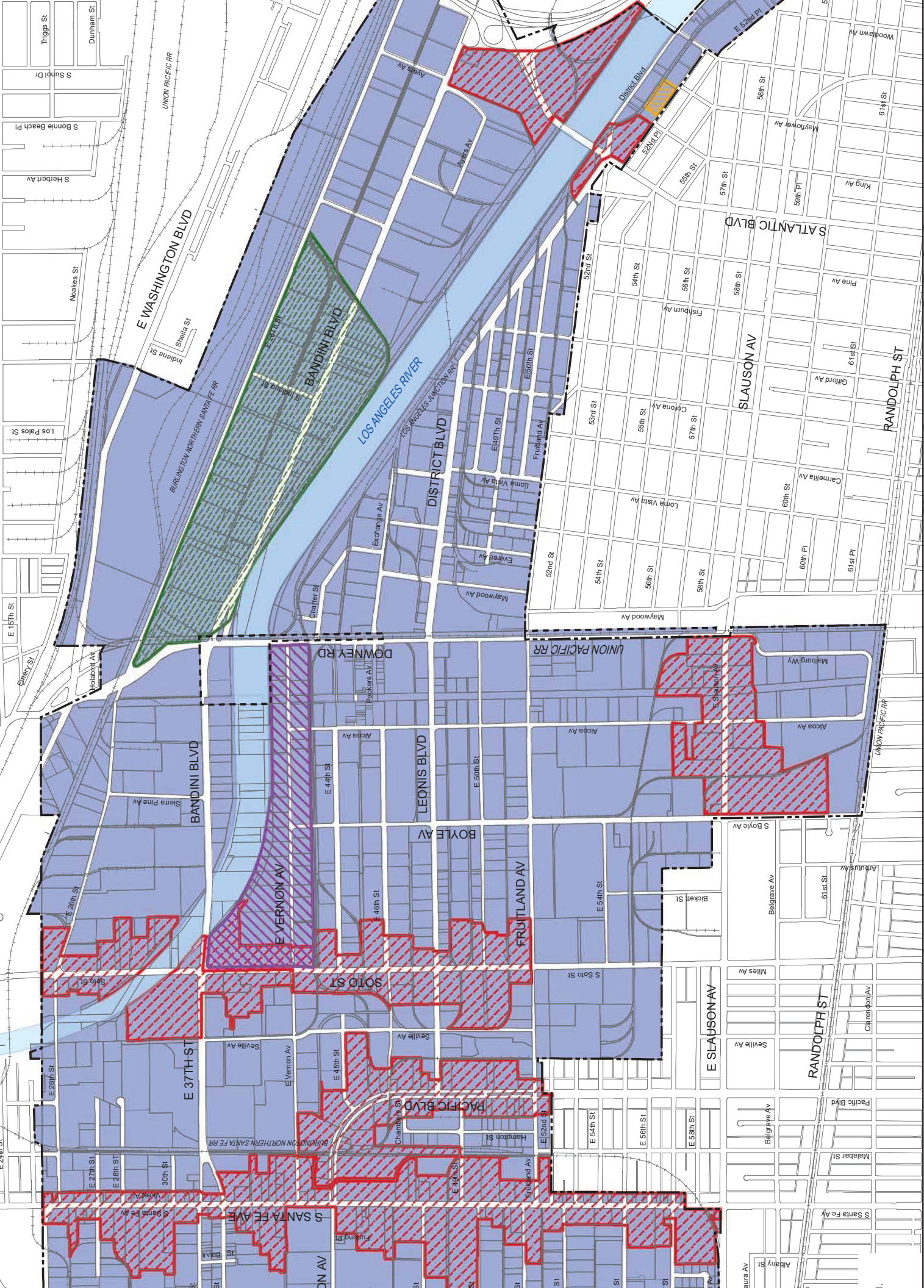
Slaughtering Overlay District - The Slaughtering Overlay District, encompassing 83 acres, is designated in the area indicated on the Land Use Policy Map. With a Conditional Use Permit, lots over one acre may be used for slaughtering of animals.

Housing Overlay District - The Housing Overlay District is applicable only to sites that have been specifically identified by the City and determined to be the best locations for housing, given surrounding uses, proximity to services and amenities, and distance from large-scale industrial operations. Residential uses are permitted in this overlay with discretionary review, such as via a Development Agreement, given the ubiquitous nature of industrial businesses in Vernon. No more than 61 units shall be permitted within the Housing Overlay District citywide.

Emergency Shelter Overlay District - The Emergency Shelter Overlay District is applicable only to sites that have been specifically identified by the City and determined to be appropriate locations for emergency shelters. This Overlay is established to comply with requirements of Government Code Section 65583(a)(4).

2.3 Implications of Land Use Policy

Vernon is virtually built out, and at any point in time, few, if any, vacant parcels are available for development. New development only occurs as a result of land recycling, with newer, more modern industrial buildings replacing older facilities. Because many of the oldest buildings cover properties from lot line to lot line (with little or no on-site parking or loading spaces), new development frequently



cts

Housing

Emergency Shelter

Base Map

Vernon City Boundary

Vernon Sphere of Influence

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results in reduced lot coverage and thus reduced building space, as the new use is required to provide parking and loading per current zoning regulations. Thus, implementation of land use policy over time is not anticipated to notably increase the overall intensity of development in Vernon. Rather, uses will shift among the various permitted industrial, manufacturing, and limited commercial and retail uses. Also, up to 61 additional residential units are anticipated to be constructed within the Housing Overlay District.

Total building square footage and the number of employees in Vernon has steadily declined since the early 1990s. The Land Use Element anticipates a continuing decline in building square footage and employees during the period of this General Plan. Table LU-1 identifies the building square footage and employment for the baseline year (2007) and the decline in square footage and employment. This anticipated decline is taken into account in developing land use policy set forth in the Land Use Policy Map and the goals and policies contained in this Element.

Table LU-1
Non-Residential Building Square Footage and Employment Projections

Land Use Designation	Net Acreage (A)	Baseline Year (2007) Development	Build-out Year (2025) Development	Net Increase/Decrease	Percent Change
Industrial	2,775	Building Square Footage			
		62,636,000	61,412,300	-1,223,700	-2.0%
		Employment (B)			
		44,600	43,700	-900	-2.0%

Note: (A) Net Acreage does not include streets or the Los Angeles River.
(B) Number of employees

The City of Vernon has, in the past, discouraged new housing development due to potential conflicts with industry. The City has revised this policy to permit very limited new residential development in specifically designated areas, with the goal of increasing the voting population and enhancing government accountability. Land use policy will permit up to 61 new housing units via the Housing Overlay District. The population increase associated with this land use policy is estimated to be 216 additional Vernon residents, assuming the average Vernon household size reported in the 2010 Census. This land use

policy would triple the baseline 2010 resident population from 112 persons to an estimated 328 persons.

2.4 Relationship of Land Use Policy to the Zoning Ordinance

The Zoning Ordinance is the primary implementation tool for the Land Use Element. Both the Element and the Ordinance describe the distribution and intensity limits for development. Whereas the Land Use Element sets forth the broad policies for future development, the Zoning Ordinance provides specific detail, enforcement mechanisms, development standards, and provides for deviations through Conditional Use Permits, Variances, and amendments to the Zoning Ordinance.

The Zoning Ordinance includes the following zoning districts to implement land use policy:

Table LU-2
Relationship of Land Use Categories and Zoning Districts

Land Use Designation	Corresponding Zoning District
Industrial	General Industrial (I)
Commercial Overlay	Commercial - 1 (C-1) Commercial - 2 (C-2)
Slaughtering Overlay	Slaughtering Overlay (S)
Rendering Overlay	Rendering Overlay (R)
Housing Overlay	Housing Overlay (H)
Emergency Shelter Overlay	Emergency Shelter Overlay (ES)
	Trucking and Freight Terminal Overlay (TF)

3.0 GOALS AND POLICIES

Land use goals and policies related to land use and its distribution and intensity reflect the industrial nature of Vernon. Vernon incorporated in 1905 for the stated purpose of being an exclusively industrial city. This founding purpose has remained largely unchanged over the last century, with the focus of City land use policy on providing suitable sites for industry and providing the infrastructure and services required to serve industrial activities.

GOAL LU-1

Promote and maintain manufacturing and other industrial uses as the primary land use within the City.

POLICY LU-1.1: Designate all properties in Vernon for manufacturing and industrial use, and permit other uses only with a Conditional Use Permit or other discretionary review process. Permit certain uses only in specified Overlay Districts with a Conditional Use Permit or other discretionary review process.

POLICY LU-1.2: Accommodate, at limited and specific areas of the City, those commercial, service, and retail uses that complement but do not detract from the purposely established industrial character of the City. Limit such uses to the Commercial Overlay District, and permit only with a Conditional Use Permit or other discretionary review process.

POLICY LU-1.3: Permit limited ancillary uses on industrial sites, such as limited office use and showrooms, as necessary to support basic industrial activities.

POLICY LU-1.4: Permit only housing and emergency shelters as may be required by State law and as necessary to foster the City's good governance practices. Ensure adequate review of housing development proposals to minimize potential industrial/housing conflicts.

POLICY LU-1.5: Permit truck and freight terminals on a limited basis to minimize the impacts associated with heavy trucking activity. Designate such permitted areas using an overlay zoning district or similar mechanism.

POLICY LU-1.5: Continue to maintain up-to-date information regarding flooding hazards consistent with the Safety Element.

GOAL LU-2

Phase out aging industrial building and sites through modernization and replacement.

POLICY LU-2.1: Require private upgrading of off-street parking and loading facilities to comply with the City Zoning Ordinance at the time that any nonconforming building or use is required to be brought into conformity with the Zoning Ordinance.

POLICY LU-2.2: Support cooperative solutions to provide required off-street parking, such as agreements among neighboring businesses and public/private ventures.

POLICY LU-2.3: Continue to enforce all applicable building and health and safety codes.

POLICY LU-2.4: Provide incentives to property owners to revitalize industrial structures or recycle/demolish obsolete or vacant structures.

POLICY LU-2.5: Assist in the reuse of properties from one industrial use to another.

POLICY LU-2.6: Accommodate the expansion of Soto Street north of 37th Street/Bandini Boulevard pursuant to Circulation and Infrastructure Element policy by requiring properties with frontage along this corridor to dedicate land to the public right-of-way sufficient to accommodate the roadway widening in the event that such properties redevelop or undergo substantial improvements.

POLICY LU-2.7: Consider and facilitate proposals for more intensive employment-generating, non-residential development near transit stops.

GOAL LU-3

Maintain Vernon as a highly desirable location for industry, and continue to attract the types of industry the City is well positioned to serve.

POLICY LU-3.1: Review City codes and development requirements on a regular basis to ensure that development costs and standards are competitive with other industrial cities.

POLICY LU-3.2: Foster a City government and governmental structure that is responsive to the needs of industry located in a metropolitan area.

POLICY LU-3.3: Maintain power plants as key land use in the community, and allow for the expansion and/or development of new facilities to provide a reliable, cost-effective source of energy to industrial users.

POLICY LU-3.4: Invest in activities and programs that advertise and promote Vernon as a quality and desirable location for industry.

POLICY LU-3.5: Use development proposals as opportunities to encourage modernization and broaden property improvements goals.

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VERNON GENERAL PLAN

**CIRCULATION AND
INFRASTRUCTURE
ELEMENT**



CIRCULATION AND INFRASTRUCTURE ELEMENT

1.0 PURPOSE AND FOCUS

1.1 Purpose

The Circulation and Infrastructure Element addresses the movement of goods and people along roadways and railways in the City, as well as the distribution of water, wastewater, stormwater, energy, and information through various conduits.

Vernon's industrial nature involves both manufacturing and logistics. Vernon originally was oriented around rail transport, but over the years goods movement has relied increasingly on trucks, thus heightening the importance of a local street system capable of safely and efficiently handling multi-axle truck traffic.

In addition to good access to transportation, industrial businesses demand reliable, high-volume utilities to properly conduct their operations. Intense land uses require large amounts of electricity and water, and also generate large amounts of sewage. Today's globalized

economy demands fast, high-capacity telephone and other communications systems. To remain competitive as a location for industry, Vernon must be able to deliver or otherwise provide high-quality utility services at competitive prices.

1.2 Focus

California planning law requires the inclusion of a Circulation Element addressing both transportation and non-transportation infrastructure. While all elements of the General Plan must be consistent with each other, the Circulation Element must, by State law, correlate directly to the Land Use Element.

2.0 CIRCULATION PLAN

2.1 Regional Circulation

Streets and Freeways

Vernon lies two miles southeast of the industrial areas of downtown Los Angeles, and both the local roadway and freeway systems directly connect the industrial businesses in Vernon with industrial development in adjacent communities. Key connections include:

- Downtown Los Angeles, via Alameda Street and Santa Fe Avenue;
- The Boyle Heights district of the City of Los Angeles, via Soto Street, Washington Boulevard, and Downey Road;
- The City of Commerce, via Washington Boulevard, Interstate 710, and Atlantic Boulevard;
- The City of Bell, via Bandini Boulevard and Interstate 710;
- The City of Maywood, via Atlantic Boulevard;
- The City of Huntington Park, via Slauson Avenue, Soto Street, Pacific Boulevard, Santa Fe Avenue, and Alameda Street;
- Portions of the City of Los Angeles south of downtown, connected by many streets across the shared boundary of Alameda Street, including Vernon Avenue and Santa Fe Avenue.

Of particular note is the Long Beach Freeway, Interstate 710.

Interstate 710 provides an important direct connection to the ports of Long Beach and Los Angeles. Although less than half a mile of this freeway traverses Vernon, that portion contains the very busy Atlantic Boulevard/Bandini Boulevard interchange. This frequently congested interchange carries a substantial amount of truck traffic from Vernon, particularly from the adjacent Hobart Rail Yard. In August of 2004, the Gateway Cities Council of Governments made preliminary recommendations to improve the Atlantic/Bandini interchange, as well as to build truck ramps directly from the rail yards to the freeway. Engineering plans and studies for this interchange will continue in concert with broader plans for improvements to I-710, with improvements to the interchange expected be accomplished prior to 2030. The timing will depend upon State approvals and funding. Once implemented, the interchange improvements are expected to relieve a major traffic bottleneck and improve safety by separating autos from heavy truck traffic.

The City has undertaken a project to partially relieve congestion at the Atlantic/Bandini interchange. The extension of 26th Street to Bandini Boulevard will provide a means for through traffic to bypass the Atlantic/Bandini interchange.

Railroads

In the early years of the twentieth century, rail transport dominated the distribution of materials and manufactured goods, so an extensive rail network was built in Vernon with main lines, switching yards, and many spur lines to serve industrial properties. Over the years, trucks have come to play a more important role in freight transport, especially for access to individual businesses. Some spur rail lines have been abandoned, but rail traffic still plays a major role in the transport of materials and goods.

Several rail lines cross Vernon, the most important of which is the Alameda Corridor. The Alameda Corridor, opened in 2002, serves as the primary connection between the ports of Los Angeles and Long Beach and the rail yards of Vernon, Commerce, and downtown Los Angeles. The Alameda Corridor places ten miles of track inside the 30-foot-deep Mid-Corridor Trench between the northern

boundary of Vernon at 25th Street south to the State Route 91 freeway. This has eliminated many dangerous and time-consuming conflicts between surface street traffic and at-grade rail crossings, both in Vernon and elsewhere along the line. While the Alameda Corridor takes much of the container shipping traffic that would otherwise use trucks or the older Union Pacific (UP) or Burlington Northern Santa Fe (BNSF) lines, the older lines do still receive some use.

Many at-grade rail crossings remain in the City. These should gradually decrease as the City encourages rail lines to merge facilities, to abandon spur lines, and to participate in separating streets from remaining railways.

The Hobart Yard, located in the northeastern portion of Vernon, links the Alameda Corridor and BNSF lines with the wider transcontinental rail system, serving to assemble longer trains and transfer shipping containers between trucks and trains. Vernon is also home to the smaller Malabar Yard (east of Santa Fe Avenue between Fruitland Avenue and Vernon Avenue), the Los Angeles Junction Yard (between Exchange Boulevard and the Los Angeles River), and a portion of the UP East Yard. Other important rail yards are located nearby but outside of the Vernon city limits.

2.2 Vernon's Street System

Streets in Vernon generally form a grid pattern, although not a regularly spaced grid. Many of the City's streets do not extend more than two or three blocks, with many T-intersections. To accommodate large industrial lots, most streets in Vernon are spaced farther apart than is typical in urban residential or commercial areas; most blocks in the City are between 600 and 2,000 feet long.

2.2.1 Street Classification

Vernon's street system is differentiated by roadway size, function, and capacity. The four basic types of roadways in Vernon are described below. Figure CI-1 presents schematic cross-sections for each type of roadway that represent desirable standards. Deviations from these standards may occur in cases where physical constraints and/or right-of-way limitations are present. Provision of sidewalks and off-street parking may also affect the specific design of roadways. In addition, the median

width of arterials and collectors will vary according to the area being served, right-of-way constraints, and turn lane requirements.

The assignment of these classifications to streets in the City is shown on the Circulation Plan, Figure CI-2.

Freeway

Freeways are controlled-access, high-speed thoroughways included in the State and federal highway systems. Freeways carry regional through traffic, that is, traffic passing through Vernon without stopping in the City. The Atlantic Boulevard/Bandini Boulevard interchange of the I-710, the Long Beach Freeway, is in Vernon. Access to the regional highway system for Vernon businesses and visitors is provided at the interchange between I-710, Atlantic Boulevard, and Bandini Boulevard. The design, construction, and maintenance of freeways are under the jurisdiction of the California Department of Transportation (Caltrans).

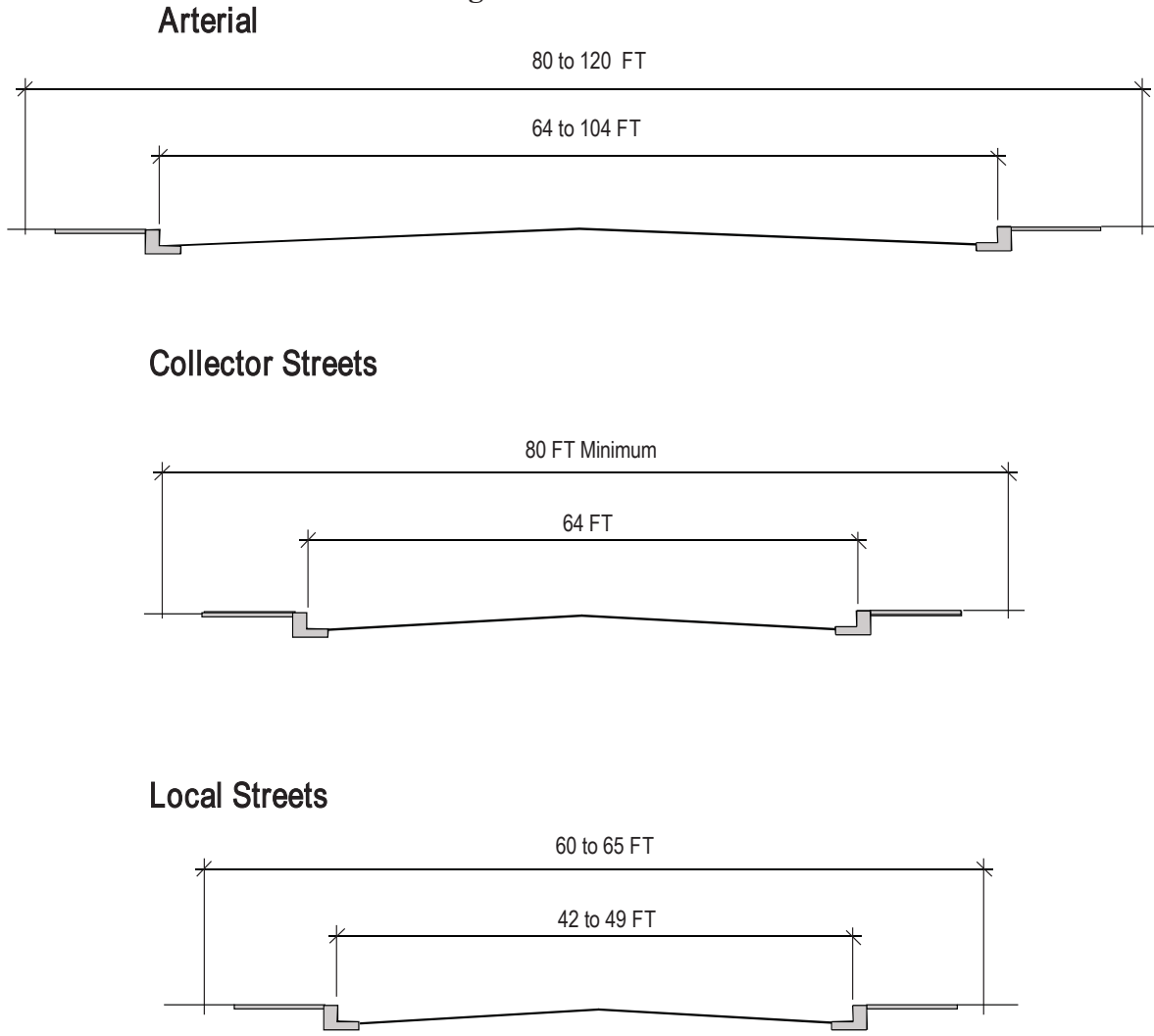
Arterial

Arterial streets, together with freeways, form a network carrying long-distance, high-speed traffic. Arterial streets transport large volumes of traffic from one part of the City to another and connect to the regional street system. The arterial streets also move traffic between cities in locations where a freeway does not link the two. Of the roadways designed, constructed, and maintained by the City, arterials are designed to have the highest traffic carrying capacity, the highest speeds, and limited interference with traffic flow by driveways. Limitations on truck access to and from abutting properties are most important on arterial streets to prevent obstructions and delays.

Arterial streets aligned generally north-south in Vernon are, from west to east:

- Alameda Street
- Santa Fe Avenue
- Pacific Avenue (this curves broadly from north-south to east-west before continuing as Vernon Avenue)
- Soto Street
- Downey Road
- Atlantic Boulevard

Figure CI-1: Street Cross Sections



NOTES

1. Total right-of-way width will vary depending upon parkway requirements and existing conditions.
2. Curb and gutter, pavement thickness, and striping shall be as specified by the City Engineer.
3. American Disability Act (ADA) requirements must be met for all pedestrian access.
4. Parking on major roadways will depend on land width and available right-of-way.



Figure CI-2
Circulation Plan

Arterial streets aligned generally east-west in Vernon are, from north to south:

- Washington Boulevard
- Bandini Boulevard (this continues as 37th Street west of Soto Street)
- District Boulevard between Downey Road and Atlantic Boulevard (this continues as Leonis Boulevard west of Downey Road)
- Slauson Avenue
- East Vernon Avenue/Pacific Boulevard

Collector

Collector streets are intended to serve as intermediate routes, handling traffic between arterial streets and local streets. Collectors are designed primarily to move traffic, but also to provide access to abutting properties. Collectors differ from arterials in that collectors distribute trips from the arterials to ultimate destinations. Conversely, collectors also collect traffic from local streets and channel it onto the arterials. Ideally, collector streets should form a network, but with no one collector extending so far that it functions as an arterial street.

Collector streets in Vernon aligned generally north-south include:

- Boyle Avenue

Collector streets aligned generally east-west in Vernon are, from north to south:

- 25th Street/26th Street
- 38th Street/37th Street (these two streets flow into each other, and continue as Bandini Boulevard east of Soto Street)
- Vernon Avenue (this street is discontinuous and offset at Santa Fe Avenue)
- Leonis Boulevard (this street continues as District Boulevard east of Downey Road)
- District Boulevard east of Atlantic Boulevard
- Fruitland Avenue

Local

Local streets provide direct access to individual parcels. The local street is not designed for through traffic. Rather, local streets should move traffic toward the nearest

collector street. Therefore, speeds on local streets are relatively low, and on-street parking is usually permitted. Local streets are two-lane roadways without medians. When traffic congestion is detected through closed circuit detection cameras and/or via electronic traffic loops, the current signal patterns are adjusted to relieve or reduce the congestion.

2.2.2 Measuring roadway performance

Evaluating the ability of the circulation system to serve Vernon's businesses and other users requires establishing suitable performance criteria. Within the Circulation and Infrastructure Element, two measures are used to describe traffic flow on Vernon's roadways and freeway access points: Volume to Capacity Ratios (V/C) and Intersection Capacity Utilization (ICU). These measures are used to establish Level of Service (LOS) categories describing the performance of roadways and access points throughout the City. Each of these measures is described briefly below.

Volume to Capacity Ratio (V/C)

This measure, consisting of a ratio between volume and theoretical capacity, is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free flow speed, and is a critical component of roadway design. For example, a roadway that carries 16,000 vehicles per day, with the capacity to accommodate 20,000 vehicles per day at free flow speed, has a V/C of 0.80.

Intersection Capacity Utilization (ICU)

This measure is applied using peak hour volumes and considers the geometric configuration of intersections when measuring capacity. Intersection Capacity Utilization sums the V/C ratios for the critical movements of an intersection, and thus accounts for the overall performance of intersections, which are the most critical limitations within the City roadway system.

Level of Service (LOS)

Level of Service (LOS) describes the efficiency and quality of traffic operations. Six categories of LOS – the letter designations A to F – are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F

representing extreme congestion. The LOS designations are based upon V/C ratios calculated for freeway access ramps and roadway segments, as well as ICU values calculated for intersections. Table CI-1 shows V/C and ICU ranges and the corresponding LOS, with a description of corresponding traffic conditions. The City of Vernon uses LOS D as its minimum standard for traffic operations.

Table CI-1
Level of Service Descriptions

Level of Service	Description of Traffic Conditions	V/C or ICU
A	Very short delays at intersections and free flow operation. Vehicles are completely unimpeded and can maneuver freely within traffic.	0.00 – 0.60
B	Short delays of 10 to 20 seconds at intersections. Vehicles are completely unimpeded and can maneuver through traffic.	0.61 – 0.70
C	Stable flow, with delays of 20 to 35 seconds at intersections. Some waiting vehicles may fail to go through the intersection before the green light turns red. Ability to maneuver and change lanes at mid-block is somewhat restricted.	0.71 – 0.80
D	Congestion becomes more noticeable, with delays of 35 to 55 seconds at intersections. Many vehicles are required to stop at signals, and travel speeds along these roadways become slower.	0.81 – 0.90
E	Unstable traffic flow, with delays of 55 to 80 seconds at intersections. Most vehicles are required to wait at least one traffic signal cycle.	0.91 – 1.00
F	Traffic volumes exceed capacity, resulting in jammed intersections. This can result in delays greater than 80 seconds, and/or two-cycle signal waits.	Above 1.00

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

2.2.3 Circulation System Improvements Needed to Meet Level of Service Goals

The City is investigating the following programs with the intent of improving the overall traffic flows throughout Vernon during morning and evening peak hours. These programs include physical improvements, such as widening streets, as well as advanced technological strategies, such as monitoring traffic flows using video and computer systems.

Transportation System Management

Although widening some roads in Vernon may help in reducing traffic congestion, Vernon must pursue alternative cost effective and efficient methods in improving traffic flows. Due to narrow streets and limited right-of-ways, Vernon's traffic congestion can no longer be resolved by capacity enhancements such as lane re-striping or roadway widening. An alternative strategy is implementation of Intelligent Transportation Systems (ITS), which allows a city to control traffic signals by using advanced computer technologies, monitor traffic using video monitoring, and provide traveler information to motorists. The City intends to work toward implementing ITS systems at strategic locations to improve traffic flows.

The City recommends implementing an ITS program, the Los Angeles County automated traffic surveillance and control (ATSAC) system, in an effort to improve traffic flow and increase capacity throughout the City. Traffic signal surveillance and control is a developing method of measuring the efficiency of traffic signal systems. This approach consists of installation of surveillance cameras and traffic volume counters to monitor traffic flow.

Implementation of a citywide ATSAC system will improve many of the deficient intersections to an acceptable level of service. In addition to the ATSAC system, the following physical improvements will also help alleviate traffic congestion in the City.

26th Street Extension

The City is planning to improve east to west access, near the I-710 Freeway and Atlantic Boulevard, by extending 26th Street easterly across Atlantic Boulevard and connecting with Bandini Boulevard. This improvement

will help improve intersection conditions at Atlantic Boulevard/Bandini Boulevard/I-710 Freeway interchange.

Atlantic Boulevard Bridge Widening

The City of Vernon is planning to widen the Atlantic Boulevard Bridge over the Los Angeles River. The project plans to widen bridge to six lanes.

Soto Street Widening

Soto Street is a key north-south arterial that brings traffic from Interstate 10 to and through Vernon. Of the north-south arterials in the City, Soto Street has the best ability to handle higher volumes, and particularly through volumes. In 2002, the City of Vernon conducted the Soto Street Corridor Study to identify the best way to improve traffic flow along Soto Street and also relieve peak-hour congestions on parallel arterials. The preferred alternative involves widening Soto Street from four lanes to six lanes, three in each direction. This configuration requires widening the public right-of-way between 37th Street/Bandini Boulevard and Olympic Boulevard.

Widening the public right-of-way will require each property owner with frontage along this section of Soto Street to dedicate between eight and 14 feet of property, depending on location, to public use. The City will require this dedication when a property undergoes a complete redevelopment or substantial improvement. The City may also proactively acquire some rights-of-way to achieve the planned configuration.

When fully implemented, this plan will allow traffic to move more freely on Soto Street, improving the Level of Service. It will also have a secondary traffic-moderating effect on nearby streets.

I-710 Freeway Improvements

In a regional effort to improve truck movement from the ports to inland areas and overall increase the capacity of the I-710 Freeway, Caltrans has embarked on a major improvement program for the I-710 Freeway. The following improvements have been identified for the I-710 Freeway, between Slauson Avenue and Washington Boulevard, which will significantly contribute to traffic improvements in Vernon:

- The addition of two dedicated truck lanes with direct access to Hobart Rail Yard;
- Added general purpose lanes on the Freeway;
- Modification of Atlantic and Bandini Boulevards interchange;
- Addition of Slauson Avenue interchange;
- Closure of Washington Boulevard Interchange; and
- Extension of District Boulevard and creation of new intersection at Slauson Avenue.

2.3 Off-Street Parking and Loading Facilities

Vernon's streets support a significant load of heavy truck traffic. Since the street system was developed early in the twentieth century, streets are typically narrower than industrial street standards, and the streets were not designed to handle today's truck sizes and volume of traffic. Large multi-axle vehicles encounter difficulties maneuvering on the streets, and congestion and traffic back-ups frequently occur as trucks enter and leave properties. Many properties have small driveways and inadequate loading bays, and trucks making these difficult maneuvers to access properties can block traffic and cause delays. Further contributing to on-street congestion is significant on-street parking. Many businesses do not provide adequate off-street parking for employees, largely because the properties were developed before parking of any magnitude was required. As properties transition to other uses, creating sufficient off-street parking to meet current zoning standards is extremely difficult.

The City has considered many approaches to addressing the problems associated with inadequate off-street parking and loading facilities, including establishing criteria (such as vacancy in the building for over a year, major alteration or repair, or increase in square footage of a building) that would require the owner of a non-conforming property to bring parking and loading facilities into compliance with the City's zoning standards. However, the widespread nature of the non-conformities makes this a difficult and costly proposition. Thus, the City will look to implement over time a variety of techniques to minimize congestion resulting from on-street parking and undersized or poorly configured loading facilities, which may include:

- Restricting truck movements at key intersections and along key road segments;

- Allowing for development of shared parking facilities;
- Establishing parking restrictions along key travel corridors; and
- Requiring that parking and loading comply with current zoning code requirements whenever substantial property modifications are proposed, the property has been vacant for over a year, or there is a proposed increase in floor area.

2.4 Other Transportation Modes

Vernon is served by buses operated by the Los Angeles County Metropolitan Transit Authority (Metro). As an important center of employment, several Metro bus lines serve Vernon, providing an important alternative to personal automobiles as a means of commuting to and from work.

Buses are particularly important for Vernon for several reasons. First, they provide transportation for workers who may be low income and cannot readily afford an automobile or gasoline. Second, by reducing the number of cars on the road, they reduce traffic and conflicts between cars and heavy trucks. Third, bus service reduces the strain on employers to provide parking for their workers.

Located west of the City of Vernon, the Metro's Blue Line light rail system also provides an important regional link for Vernon commuters. The Blue Line has a station at Vernon Avenue, approximately one-quarter mile west of the City boundary. From this station or adjacent stations at Washington Boulevard or Slauson Avenue, workers may walk to their workplaces or connect to one of several bus lines.

While bicycles represent an additional mode of travel, biking is not encouraged on Vernon's streets due to the heavy truck traffic and narrow configuration of many streets, which would present dangers to cyclists. The City of Vernon will cooperate with the Metropolitan Transportation Authority and other local agencies in their efforts to complete a bicycle path along the levee of the Los Angeles River connecting downtown Los Angeles with the waterfront in Long Beach.

3.0 MEETING INFRASTRUCTURE NEEDS

3.1 Water and Wastewater

Three water agencies supply water to the businesses, residents, and utilities in Vernon (see Figure CI-3). The majority of the City's water is supplied by the City of Vernon's Water Department. The area north of the Los Angeles River and east of a line just west of Indiana Street is supplied by the California Water Service Company (Cal Water), East Los Angeles District. The small portion of Vernon south of the Los Angeles River and east of Atlantic Boulevard is serviced by Maywood Mutual Water Company Number 3.

The City of Vernon water system has received a Class I rating, the highest possible, by the Insurance Service Organization. The City's water distribution system consists of 250,000 linear feet of pipe, nine wells, seven ground-level reservoirs, one elevated tank, and a below-ground reservoir. The total storage capacity is 16 million gallons. In addition, Vernon has a direct interconnection to the Metropolitan Water District (MWD). The MWD connection provides both a supplemental water source and an emergency supply in the event of a major power outage. The average pressure in the distribution systems is about 75 pounds per square inch (psi).

Details of the sources and levels of water consumption used by the City of Vernon Water Department are provided in the Resources Element.

The City owns its own sewerage collection system which discharges into the system managed by the Los Angeles County Sanitation Districts (LACSD). The majority of Vernon is within District 23, but also contains territory in Districts 1 and 2.

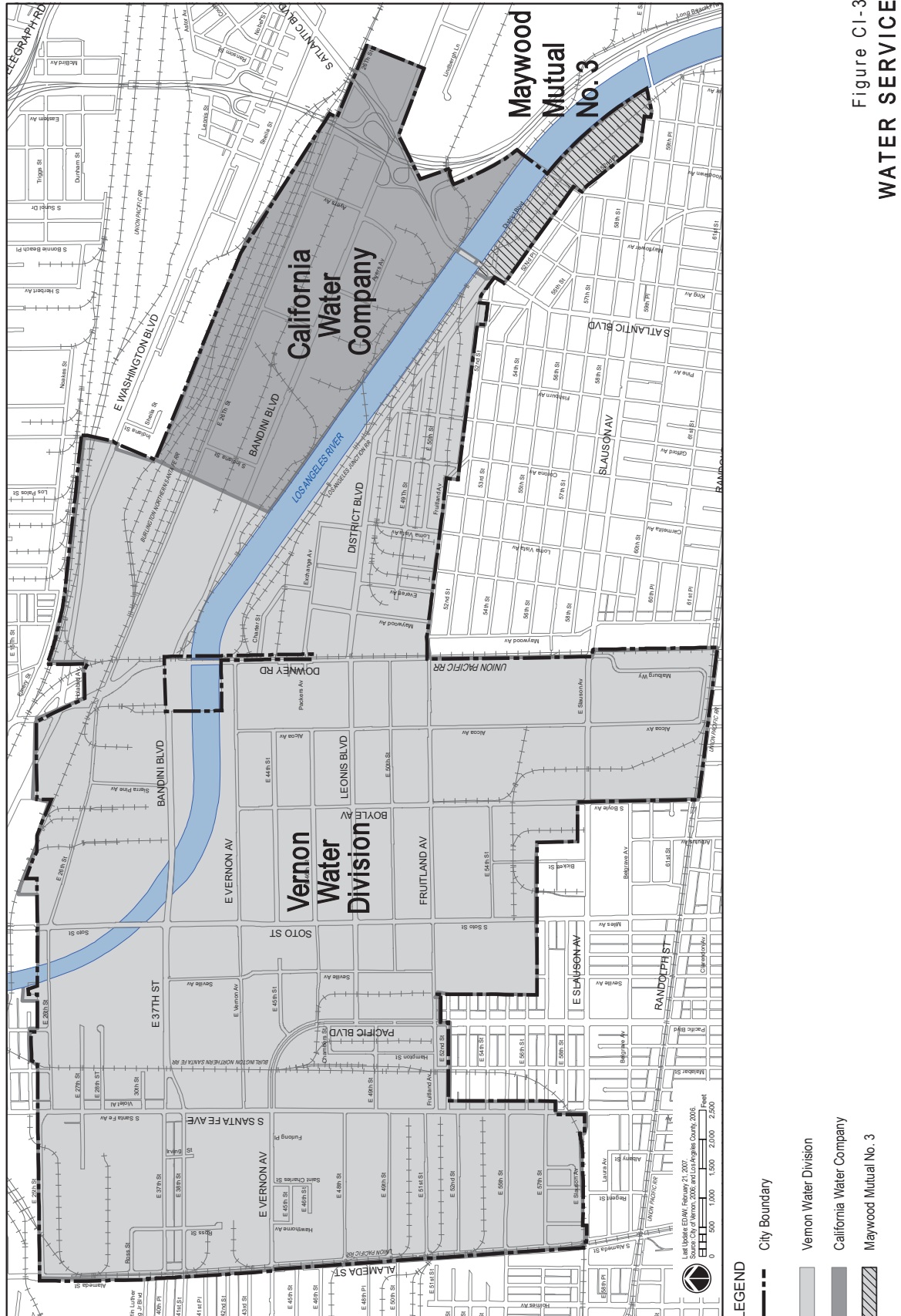


Figure Cl-3
WATER SERVICE

These Districts, along with more than a dozen others, are signatories to a Joint Outfall Agreement. This agreement provides for the operation and maintenance of an interconnected Joint Operating System of wastewater collection, treatment, reuse, and disposal facilities across a large portion of the urban region. The Joint Operating System includes the following treatment plants:

- Joint Water Pollution Control Plant, Carson;
- Whittier Narrows Water Reclamation Plant (WRP), near South El Monte;
- Los Coyotes WRP, Cerritos;
- San Jose Creek WRP, near Industry;
- Long Beach WRP, Long Beach; and
- Pomona WRP, Pomona.

All of the sewerage generated in Vernon is treated by the Joint Water Pollution Control agency.

3.2 Storm Drainage

Stormwater runoff in Vernon is conveyed through local and Los Angeles County Flood Control District storm drainage systems. Discharges are regulated under an existing NPDES permit for municipal stormwater (NPDES Permit CAS004001, Order No. 01-182, and in particular, Subsection 8.14.6.3-Industrial Stormwater). This permit was not written specifically for Vernon; it covers most of Los Angeles County and includes Vernon as a co-permittee. The permit establishes a framework of requirements for monitoring discharges and water quality, performing best management practices, and submitting reports to the Regional Water Quality Control Board, Los Angeles Region.

To address growing concerns with stormwater runoff contamination in urban areas, the Los Angeles Regional Water Quality Control Board (LARWCB) looks for co-permittees to capture and treat runoff on individual parcels at the time properties are redeveloped. The LARWCB policy is to seek to infiltrate as much of the stormwater as practical. In Vernon, this approach is difficult, primarily due to the industrial nature of the City and the potential for ground water contamination and the need to utilize available surface area to meet parking and loading requirements. The City supports a more comprehensive approach and will continue to explore

options to meet NPDES requirements creatively and in ways that can help achieve other City goals as well.

3.3 Electrical Generation and Distribution

The City of Vernon operates its own Light and Power Department, supplying customers throughout the City with reliable and comparatively low-cost electrical power. The City generates electrical power and also purchases power from third-party suppliers through its connection with the Southern California Edison bulk power system and the Cal-ISO grid at the Laguna Bell Substation.

For many years, the City's power-generating facility has supplied local customers with local power, supplemented as needed through connections to the grid. More recently, the Malburg Generating Station, which is a combined cycle plant with two natural-gas-fired combustion turbines and one steam turbine, has been providing additional power. However, in an effort to be able to supply nearly all of the local electrical demand, the City intends to construct a new natural gas-fired power plant at 3200 Fruitland Avenue. When constructed, the Vernon Power Plant is expected to have a capacity of 914 megawatts of electric power using three natural-gas-fired combustion turbines and one steam turbine.

Vernon anticipates that when this facility is operational, Vernon will not need to import electricity from outside sources, and will even be able to contribute to the regional electricity reserves through a line connecting the plant to Southern California Edison's Laguna Bell substation in Commerce.

3.4 Communications and Information Technology

To attract new businesses and to accommodate businesses' ever-changing telecommunications needs, Vernon has established a network of fiber-optic cables in the City. This enables businesses to receive exceptionally clear telephone and internet service, giving Vernon an advantage when competing for business. The City will continue to be proactive in developing telecommunications systems beneficial to businesses, including the development of data centers in the City.

3.5 Gas System

As a means of attracting and retaining industrial users, the City has developed a system for transporting and providing natural gas to businesses within the City at competitive prices. The City is currently providing natural gas to the Malburg Generating Plant and other businesses. A fully developed distribution system exists and connection is available to all businesses.

4.0 GOALS AND POLICIES

To support the needs of existing businesses in Vernon and to attract new enterprises consistent with the City's vision to remain an industrial city, Vernon will continue to improve its infrastructure – from the street system to energy facilities to communications systems.

GOAL CI-1

Provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.

POLICY CI-1.1: Continue to improve the street system to meet the minimum standards contained in this Element.

POLICY CI-1.2: Continue to coordinate with the rail companies to provide for efficient rail service that minimizes impacts on the local street system.

POLICY CI-1.3: Limit rail yards to areas agreed on and consolidate rail spurs where feasible.

POLICY CI-1.4: Evaluate implementing measures that reduce the maneuvering of trucks on streets with substantial traffic during periods of high traffic volumes.

POLICY CI-1.5: Continue to pursue grade separation for railroad crossings on designated streets.

POLICY CI-1.6: Encourage the continued improvement of services provided by the Los

Angeles County Metropolitan Transit Authority to Vernon and adjacent cities to provide good access from home to job and job to home for persons employed in Vernon.

POLICY CI-1.7: Encourage the use of ride sharing and public transit for persons employed in the City to reduce traffic congestion and the need for off-street parking in the City.

POLICY CI-1.8: Continue to work with Caltrans and neighboring jurisdictions to improve the Atlantic/Bandini/I-710 intersection and to make improvements to the I-710 Freeway, including direct truck ramps to the rail yards and exploring the potential for adding an interchange at Slauson Avenue to improve access to the City.

POLICY CI-1.9: Gradually eliminate unnecessary rail spur lines, and permit the combination of properties across spur lines.

POLICY CI-1.10: Widen Soto Street consistent with the cross section shown in Figure CI-1.

POLICY CI-1.11: Consider installing and maintaining an ATSAC system to improve traffic flow.

POLICY CI-1.12: Cooperate with the Metropolitan Transportation Authority and other local agencies in their efforts to complete a bicycle path along the levee of the Los Angeles River connecting to adjacent jurisdictions.

GOAL CI-2:

Work toward the provision of adequate off-street parking and loading facilities for each business.

POLICY CI-2.1: Implement methods to encourage provision of new off-street parking and loading facilities.

POLICY CI-2.2: Encourage cooperative efforts among businesses to resolve off-street parking problems and meet zoning code requirements.

POLICY CI-2.3: Explore the potential of creating public parking lots for employee parking using parking assessment districts or redevelopment powers.

POLICY CI-2.4: Require an existing business or property to comply with zoning code requirements for off-street parking and loading at such time as any nonconforming building or use is required to be brought into conformity with the Zoning Code.

GOAL CI-3

Maintain the water supply system to meet both normal demand and emergency needs.

POLICY CI-3.1: Periodically evaluate the entire water supply and distribution systems to determine their continued adequacy and to attempt to eliminate deficiencies or enhance service.

POLICY CI-3.2: Require all new developments and expansions of existing facilities bear the cost of providing adequate water service to meet the increased demand which they generate.

POLICY CI-3.3: Implement the programs and policies contain in the City's Urban Water Management Plan, including particularly those related to reliability planning and conservation and reuse.

POLICY CI-3.4: Use reclaimed water for cooling and other functions at the Malburg Generating Station and the future Vernon Power Plant to the greatest extent feasible.

GOAL CI-4

Maintain the sewer system to assure the health and safety of all residents and businesses.

POLICY CI-4.1: Periodically evaluate the sewage disposal system to determine its adequacy to meet changes in demand and changes in types of waste.

POLICY CI-4.2: Ensure that all new developments bear the cost of expanding the sewage disposal system to handle any increase in load that they generate.

POLICY CI-4.3: Investigate and implement means of financing maintenance and improvements to the sewer system.

GOAL CI-5

Maintain the storm drainage system to assure the protection of lives and property of in Vernon.

POLICY CI-5.1: Periodically evaluate the size and condition of the storm drainage system to determine its ability to handle expected storm runoff.

POLICY CI-5.2: Evaluate the impact of all new developments and expansion of existing facilities on storm runoff, and require that the cost of upgrading existing drainage facilities to handle the additional runoff is paid for by the development which generates the need to improve a facility.

POLICY CI-5.3: Monitor the use and storage of hazardous materials to prevent accidental discharge into the storm drainage system.

POLICY CI-5.4: Allow new development projects to creatively implement NPDES standards and requirements.

GOAL CI-6

Improve the City's capability to generate and supply electric power to achieve energy self-sufficiency.

POLICY CI-6.1: Expand, operate, and maintain an electrical utility system in an effort to provide an adequate level of service to businesses and other uses in the City.

POLICY CI-6.2: Improve the electrical utility system in an effort to allow the City to meet any changes in demand over time.

POLICY CI-6.3: Cooperate and/or participate with other agencies or parties in the expansion or development of power generation.

POLICY CI-6.4: Evaluate the impact of all new development on the electrical energy system, and require that the cost of upgrading existing facilities is paid by the development, which necessitates the upgrade.

POLICY CI-6.5: Expand the City's capability to generate and provide natural gas to enhance the power/energy supply system.

GOAL CI-7

Provide the highest quality communications and information technology services throughout the City.

POLICY CI-7.1: Work with communication and technology service providers to provide for state-of-the-art internet, phone, and wireless communications equipment and services.

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VERNON GENERAL PLAN

Adopted February 2013

2014-2021

HOUSING ELEMENT



HOUSING ELEMENT

1.0 INTRODUCTION

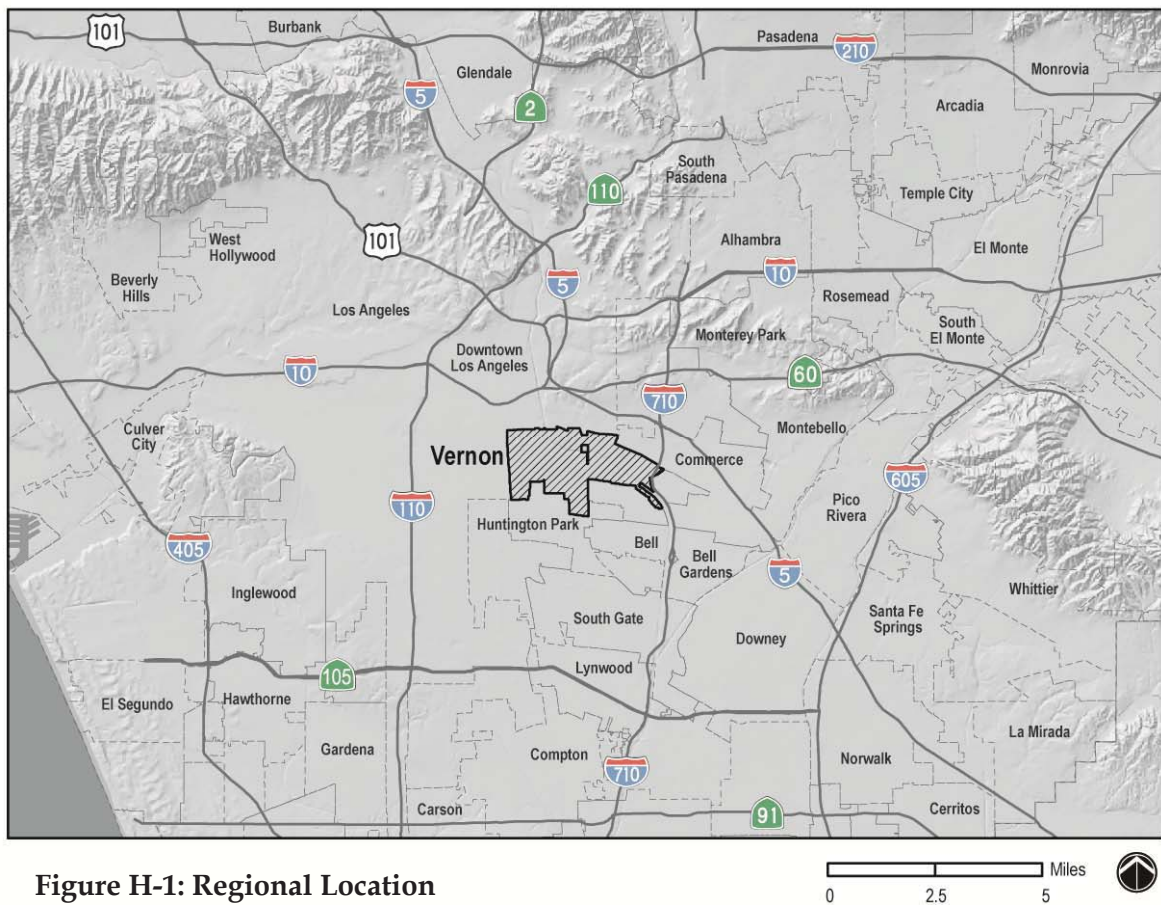
Vernon is located near the geographic center of Los Angeles County. The City is bounded on the north and west by Los Angeles, on the east by Commerce and Bell, and on the south by Huntington Park and Maywood. Vernon is three miles southeast of downtown Los Angeles (Figure H-1) and 15 miles north of major harbor and port facilities in San Pedro and Long Beach.

The City's fully industrial nature generally creates conflicts with housing due to safety and environmental concerns. The Southern California Council of Governments (SCAG) historically has assigned Vernon very low housing production goals – and in the case of this cycle, a Regional Housing Needs Allocation (RHNA) of two units – in recognition of Vernon's unique status as city devoted almost exclusively to industrial uses.

Past City policy has precluded the development of any new residential units due to potential conflicts with industry. However, efforts by the City to create and implement a number of reforms and initiatives to enhance the accountability and transparency of its government and better provide for the

welfare of its residents and businesses have led to a policy change regarding housing. Specifically, the City of Vernon has established a policy to increase the City's population to enhance government accountability through the construction of approximately 30 to 50 new non-City owned housing units, including units specifically designated for low- and very low-income households.

Also, the City of Vernon is committed to maintaining the existing, long-established housing stock of 31 units.



1.1 State Requirement

The California Government Code is very specific concerning the preparation and content of a housing element. It is the only element which must be reviewed by the State for completeness and compliance with the law before it is adopted. The element examines existing conditions and, through analysis, identifies housing needs and presents programs to meet those needs. The legislature has deemed that the Housing Element is the appropriate mechanism to implement State-wide goals regarding the provision of decent and suitable housing for all persons. The Government Code also makes it clear that the provision of affordable housing is the responsibility of all local governments and that they, using vested powers, should make a conscious effort to see that there are housing opportunities for all income groups (Section 65580). The intent of the State housing element requirements is based on the following concerns (Section 65581):

1. Local governments should recognize their responsibilities in contributing to the attainment of the State's housing goals;
2. Cities and counties should prepare and implement housing elements coordinated with State and federal efforts to achieve the State's housing goals;
3. Each local jurisdiction should participate in determining the necessary efforts required to attain the State's housing goals; and
4. Each local government must cooperate with other local governments to address regional housing needs.

This Housing Element was prepared in compliance with State requirements, and covers the 2014-2021 planning period for jurisdictions in the SCAG region.

Many of the housing goals and programs which are desirable in non-industrial jurisdictions are not feasible in Vernon. The noise, dust, vibration, chemical wastes, and odors from Vernon's local industries (many of which operate around the clock) serve as a deterrent to housing development in almost all locations within the City. Moreover, housing generally should not be encouraged in close proximity to heavy industry

for health and safety reasons. The Government Code makes it clear that the local government has the responsibility to consider such environmental factors in the Housing Element (Section 65580[e]). Therefore, while each requirement of State housing element law is referenced, this Housing Element reflects the unique realities within the City of Vernon. Potential sites for new housing have been analyzed in detail, including the conduct of a health risk assessment to identify the most preferable sites.

1.2 Relation to Other General Plan Elements

The Vernon General Plan is comprised of the following six elements:

- Land Use;
- Circulation and Infrastructure;
- Housing;
- Safety;
- Resources; and
- Noise.

The Housing Element builds upon the other General Plan elements and is entirely consistent with the policies and proposals set forth by the Plan. The General Plan was comprehensively updated in 2007. As portions of the General Plan are amended in the future, the Plan (including the Housing Element) will be reviewed to ensure that internal consistency is maintained.

1.3 Sources of Information

The City of Vernon consists of two Census Tracts in the 2010 Census, including all of 5324.00 and a small portion of 5323.04. The 2010 Census incorrectly indicates that a portion of Census Tract 5323.02 is located in the City of Vernon; however, any actual overlap of the City boundary and Census Tract 5323.02 is a mapping error and does not represent any substantial area.

The 2010 Census indicates that there are 29 housing units in Vernon, of which 28 were occupied as of 2010. However, both the 1990 and the 2000 Censuses has incorrectly documented the City's unit count figures. The State Department of Finance (DOF) provides more up-to-date housing information based on the Census data. For the 2012 DOF housing estimates, the

housing count has been adjusted to accurately reflect Vernon's housing count known number of units: 31.. The Southern California Association of Governments (SCAG) also prepares growth forecasts for the Regional Transportation Plan (RTP) and the Regional Housing Needs Assessment (RHNA) for cities within the SCAG region. SCAG's 2012 adopted growth forecasts identify Vernon as having 30 households in 2008, with a projection for 30 units in 2035.

The City has verified the existence of 31 units within its jurisdiction (of which 30 were occupied as of September 2012), the addresses for which are listed in Appendix C. While Census and SCAG data are used within the Housing Element, it is hereby acknowledged these data represent an undercount of two units and one unit, respectively. In addition, because of the City's extremely limited housing stock, combined with the fact that the City owns 26 of these units, original data from the City on housing and household characteristics are utilized where available in place of the Census.

In addition to housing conditions and market information provided by the City, the following documents serve as supplemental material to the Vernon Housing Element and are incorporated by reference:

1. 2012 SCAG Regional Transportation Plan
Socioeconomic Projections
2. 2010 Comprehensive Housing Affordability Strategy
(CHAS) data; HUD tabulations based on 2006-2010
American Community Survey Five-Year Estimates
developed by the U.S Census Bureau

1.4 Public Participation

Section 65583 (c)(6)(A) of the Government Code states: "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort."

For purposes of this Housing Element, outreach to the community was conducted to assess the types of and locations for housing to be considered as part of the City's reform

process. The following meetings were held to gather input into the development of the Housing Element:

- ***Housing Commission Workshop, February 9, 2012.*** The Housing Element consultant made a presentation to the Commission that provided an overview of the City's housing commitments, reviewed options to meet those commitments, identified known constraints, and identified sites under consideration for potential housing.
- ***Vernon Chamber of Commerce Meeting, March 29, 2012.*** The Housing Element consultant met with Chamber representatives and made a presentation similar to that conducted with the Housing Commission.
- ***City Council Workshop, April 17, 2012.*** Based on input received during the two meetings described above, the Housing Element consultant refined the presentation to focus on preferred housing sites, options for housing types, and potential environmental and health risks located on or near the preferred sites.

In addition, community residents were provided the opportunity to review and comment on the Draft Element prior to adoption. Upon receipt of comments from the State Department of Housing and Community Development (HCD) on the Draft Element, the City Council conducted a public hearing on the Element. (The City Council has not created a separate Planning Commission, so all public hearings are conducted before the Council.) For all hearings, notice was published in the local newspaper, posted in the City, and mailed to those who have a request for notice on file in advance of the hearing. The Draft Element was available for review online and in the City's Community Services Department. Copies were made available on request to any person at a nominal charge. The public hearing provided an opportunity for public comment, and recommendations were considered by City Council for incorporation into the Element.

In December of 2007, the City adopted a comprehensive revision to its Zoning Ordinance. As part of this process, the City held a series of public meetings with property and

business owners to discuss changes to the document. This successful outreach process resulted in full support of the revisions to the Zoning Ordinance. As part of this Housing Element Update, the Zoning Ordinance was again amended to create an overlay zone to be applied to sites where housing will be permitted. A second overlay was created to allow for the establishment of emergency housing pursuant to Government Code 65583(a)(4). The City conducted a comprehensive review of the most viable housing sites in the City, and through the new overlay districts has established implementing zoning to facilitate housing development.

The City made the draft Housing Element, with revisions as recommended by HCD, available to the public in December 2012 through January 2013. Notices of the public hearing held on February 5, 2013 and availability of the document for review were mailed to the following service providers:

- Human Services Association, Bell Gardens
- Los Angeles County Social Services Department, Cudahy
- St. Matthias Social Service Center, Huntington Park
- Mexican American Opportunity Foundation – Community Services, Commerce
- Ability First/East Los Angeles Center, Los Angeles
- Eastern Los Angeles Regional Center, Alhambra

The notice indicated the web location of the draft Element for download by interested parties, and asked that comments be directed to S. Kevin Wilson, Director of Community Services and Water.

2.0 HOUSING NEEDS ASSESSMENT

2.1 Population and Housing Trends

City records indicate that Vernon's housing stock and related resident population base has undergone little change since 1980. The City had a 1980 housing stock of 35 dwelling units, supporting a resident population of 85 persons. Only one residential unit has been constructed since that time. Several substandard residential units have been removed from the housing stock, including three units in 1984, one unit in 1985, and one in 1992, bringing the current unit count to 31. These housing units are all located west of Downey Road.

Since 1980, the resident population has ranged between 77 and 120 persons, with the current population estimated by the 2010 Census to be 112 persons. For 2012, the Department of Finance reported 120 persons. The 2006-2010 American Community Survey indicates that the majority of residents in Vernon are employed in management, service, and sales industries.

Table H-1
Vernon Employment 2010

Occupation	Residents Employed	% of All Jobs
Managerial, Business, Science, and Arts	10	19%
Sales and Office	19	36%
Service Occupations	10	19%
Production, Transportation, Material Moving	7	13%
Natural Resources, Construction, Maintenance	7	13%
Farming, Forestry, Fishing	0	0%
Total Employed Residential Jobs	53	100%

Source: U.S. Census 2006-2010 American Community Survey Five-Year Estimates

On April 4, 2012, the SCAG Regional Council adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future*. As illustrated in Table H-2, SCAG projects that in 2035, the households and population in Vernon will remain constant at 30 and 100, respectively. SCAG's projections were made at a time prior to the City's reform commitments and thus do not reflect the population and household growth that will result from new housing units.

Table H-2
Projected Population and Household Growth 2008-2035

	2008		2020		2035	
	Pop	Hshlds	Pop	Hshlds	Pop	Hshlds
SCAG	100	30	100	30	100	30

Source: 2012 SCAG Regional Transportation Plan Growth Forecast

2.2 Housing Characteristics

Households

According to the California Department of Finance, the 31 housing units in Vernon (see Table H-2) house a population of 120 persons. Average household size is 4.0 persons per unit. Housing vacancy is generally very low in the City, with only one rental unit unoccupied according to the 2010 Census. No owner-occupied housing is vacant.

Table H-3 presents 2012 data on housing units per structure, as reported to the State Department of Finance. The majority of Vernon's housing stock is comprised of single-family dwellings, with only one apartment building located in the City. The City owns 84 percent of the total housing stock: 26 dwelling units, 18 of which are single-family dwellings and one of which is an eight-unit apartment building. The City rents these units. As part of the reform initiative, the City established a lottery system for the units to allow a broader base of persons to be eligible to rent units in Vernon.

Table H-3
Housing Characteristics 2010 and 2012

Housing Characteristics	2010	2012
Total Housing Units	31	31
Single, Detached	19	19
Single, Attached	2	2
Two to Four Units	2	2
Five Plus Units	8	8
Mobile Homes	0	0
Occupied Units/Total Households	28	30
Average Household Size	4.0	4.0
Vacancy Rate	3.45%	3.23%
Total Population	112	120

Source: City of Vernon, 2012 and State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011 and 2012, with 2010 Benchmark. Sacramento, California, May 2012.

Housing Condition

Given the limited housing stock in Vernon, City staff is able to assess housing conditions on an ongoing basis. Although the housing stock is older (largely built before 1950), City staff has determined that all 31 units, or 100% of the housing stock, is well maintained and in good condition. No units have been determined to need replacement. One unit, which had fallen into disrepair, was demolished by its owner in 1992. A major reason for the unusually good quality of housing conditions in Vernon is the City's ownership of 84 percent of the housing stock and its responsibility for maintaining these units. As needed, the City performs any required repairs and upgrades. The great demand for industrial space in the City means that unnecessary or poorly maintained units are unlikely to remain unless acquired by the City.

Housing Affordability

The California Health and Safety Code Section 50052.5 provides the following definition of affordable housing cost based on the area median income level (AMI) adjusted by family size and income level:

Table H-4
Housing Affordability Based on Income

	Calculation of Affordable Housing Cost for Owner	Calculation of Affordable Housing Cost for Renters
Extremely Low Income (0-30% MFI)	30% of 30% AMI	30% of 30% AMI
Very Low Income (0-50% MFI)	30% of 50% AMI	30% of 50% AMI
Lower Income (51-80% MFI)	30% of 70% AMI	30% of 60% AMI
Moderate Income (81-120% MFI)	35% of 110% AMI	30% of 110% AMI

Because the City's resident population is so small, household needs are negligible when traditional needs analysis methods are applied. The Comprehensive Housing Affordability Strategy (CHAS)—special 2000 Census tabulations developed by HUD—provides a specific breakdown of household income adjusted for family size. According to CHAS Data, one-quarter of the households in Vernon were low income, earning between 51 and 80 percent of the Los Angeles County median family income (MFI) of \$64,800. All other households earned more than 80 percent MFI. Due to the fact that the City owns and rents most of the housing at unusually low monthly rents, housing overpayment is virtually non-existent.¹ As of 2012, City-owned apartments and houses largely rented at the following monthly payments, well below market levels for the region:

- 1-bedroom apartment \$120
- 2-bedroom apartment \$240
- 1-bedroom house \$120
- 2-bedroom house \$240
- 3-bedroom house \$360

¹ No housing units in the City have been sold in recent years. As such, an estimate of ownership housing costs is unavailable. However, recent (2012) land sales for large industrial sites have been priced at approximately \$40 per square foot, depending on location, soil condition and necessary demolition costs.

Implementation of the good government reforms now underway will result in annual rent increases for persons currently living in the units.

Using the California Health and Safety Code's updated affordability thresholds, current housing affordability at the County level can be estimated for the various income groups (Table H-5).

Housing overpayment occurs when a households pays more than 30 percent of gross monthly income on housing costs. A comparison of housing costs in Vernon and maximum affordable prices for low-income households in Los Angeles County shows that the City's rental rates are well below the maximum affordable rents for very low-income (less than 50% MFI) households, and some one- and two-bedroom apartments may even be affordable to extremely low-income households (although the CHAS data indicate that there are no very low- or extremely low-income households in the City). As such, no households in Vernon experience a housing cost burden.

As rental rates rise over time pursuant to the good government reform initiatives, households will experience increased housing costs. Rental rates are anticipated to transition to market rate costs by 2016, as shown below, through annual increases in rent. Additionally, when there is a change in tenancy, new tenants will pay market rate. Market rate costs will be affordable for very low and moderate income households.

1-bedroom unit: \$120 to \$696

2-bedroom unit: \$240 to \$1,450 to \$839 to \$1,450

3-bedroom unit: \$240 to \$1,114 to \$1,000 to \$1,700

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. Government Code Section 65583(a) requires cities to evaluate the following special needs households in the Housing Element: elderly, disabled persons, developmentally disable persons, large families, female-headed households, farmworkers, and the homeless. Due to the small size of the City's resident population, the magnitude of households in Vernon with special needs is very small.

**Table H-5
Affordability Matrix**

Income Group	AMI adjusted by size		Affordable Monthly Payment		Housing Costs		Maximum Affordable Price	
			Renter	Owner	Utilities	Taxes and Insurance	Home	Rental
Extremely Low (0-30% MFI)		30% AMI						
One Person		\$13,605	\$340	\$340	\$50	\$80	\$46,078	\$290
Small Family		\$17,490	\$437	\$437	\$100	\$90	\$54,219	\$337
<i>Four Person Family</i>		\$19,440	\$486	\$486	\$125	\$95	\$58,331	\$361
Large Family		\$21,000	\$525	\$525	\$150	\$100	\$60,305	\$375
Very Low (30-50% MFI)		50% AMI						
One Person		\$22,675	\$567	\$567	\$85	\$115	\$80,452	\$482
Small Family		\$29,150	\$729	\$729	\$125	\$130	\$103,889	\$604
<i>Four Person Family</i>		\$32,400	\$810	\$810	\$175	\$140	\$108,549	\$635
Large Family		\$35,000	\$875	\$875	\$200	\$145	\$116,224	\$675
Lower (50-80% MFI)	60%AMI	70%AMI						
One Person	\$27,210	\$31,745	\$680	\$794	\$100	\$165	\$115,922	\$580
Small Family	\$34,980	\$40,810	\$875	\$1,020	\$150	\$190	\$149,172	\$725
<i>Four Person Family</i>	\$38,880	\$45,360	\$972	\$1,134	\$200	\$210	\$158,766	\$772
Large Family	\$42,000	\$49,000	\$1,050	\$1,225	\$250	\$220	\$165,564	\$800
Moderate (81-120% MFI)		110% AMI						
One Person		\$49,885	\$1,247	\$1,455	\$100	\$215	\$249,986	\$1,147
Small Family		\$64,130	\$1,603	\$1,870	\$150	\$260	\$320,264	\$1,453
<i>Four Person Family</i>		\$71,280	\$1,782	\$2,079	\$200	\$280	\$350,645	\$1,582
Large Family		\$77,000	\$1,925	\$2,246	\$250	\$300	\$371,880	\$1,675

Notes:

1. Small Family = 3 persons; Large Families = 5 persons
2. Property taxes and insurance based on averages for the region
3. Calculation of affordable home sales prices based on a down payment of 10%, annual interest rate of 6.5%, 30- year mortgage, and monthly payment 30% of gross household income
4. Based on Los Angeles County MFI \$64,800 and 2012 HCD State Income Limits
5. Monthly affordable rent based on payments of no more than 30% of household income

Special Needs Groups

Elderly

The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. According to the 2010 Census, 14 residents in Vernon are age 65 and above, representing 12 percent of the population. The proportion of elderly persons in Vernon is likely to remain low as the majority of the City's limited housing stock is occupied by working-age persons.

Disabled Persons

Disability is a physical or mental condition that affects the functioning of a person. Physical disabilities can hinder access to housing units of conventional design, as well as limit the ability to earn adequate income. The Census defines a disability as a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

The City's heavily industrial environment presents added constraints to the disabled. Large volumes of street and rail traffic, and delays caused by trains and parked trucks additionally limit the maneuverability of handicapped individuals. In order to address the needs of its handicapped residents and employees, the City enforces requirements for handicapped accessibility in new construction, and has undertaken a program to install curb ramps for wheelchairs.

Developmentally Disabled

According to Section 4512 of the Welfare and Institutions Code a "developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

The State Department of Developmental Services (DDS) currently provides community based services to persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. Vernon is served by the South Central Los Angeles Regional Center and the Frank d. Lanterman Regional Center. These facilities provide point of entry to services for people with developmental disabilities. In Vernon, only one person is a consumer of the services provided at the local Regional Center.

In order to assist in the housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Regional Center and, encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

Large Families/Overcrowding

Large families are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income, which can result in the overcrowding of smaller dwelling units and in turn accelerate unit deterioration. The 2010 Census identifies eight renter-occupied households as having five or more members. The City's industrial character presents similar disadvantages for families with children as it does for the handicapped. Access to residential services, such as education, recreation, and local retail goods and services, is along roadways with high levels of truck traffic, railroad crossings, and loading activities. These conditions make pedestrian access to residential service facilities difficult and often unsafe, particularly for children.

In terms of household overcrowding (defined as greater than 1.01 persons per room), the 2010 Census identifies no overcrowded rental or ownership housing in Vernon². Thus, household overcrowding is not an issue.

² The 2010 Census indicated that 15 rental housing units were overcrowded, but the margin of error was so high it was not used for this analysis. Also, because the City owns virtually all units in the

Female-Headed Households

Female-headed households tend to have low incomes, thus limiting housing availability for this group. The 2010 Census identifies two female-headed households in Vernon, representing seven percent of all households. The housing needs of female-headed households of lower income can be addressed through the continued provision of the currently existing affordable housing in the City.

Farmworkers

According to the 2010 Census, no Vernon residents have Farming, Forestry, and Fishing occupations. Due to the lack of opportunities for agricultural operations and the highly industrial nature of the City, no farming operations exist in Vernon. As such, the City has no need for farmworker housing.

Homeless

Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness include the general lack of housing affordable to low and moderate-income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the deinstitutionalization of the mentally ill.

According to the Gateway Cities Council of Governments Homeless Action Plan, homeless “hotspots” surveys were conducted during the summer and fall of 2011, during which outreach workers noticed homeless couples and individuals sleeping under bridges and around the Los Angeles River on a nightly basis near the City of Vernon. Other than this one-time observation and casual comment, very few homeless persons have been recorded living in Vernon largely because the City is not desirable for the homeless given the City’s industrial environment and its lack of social and residential services.

On October 15, 2007, Governor Arnold Schwarzenegger signed into law SB2, which amends Government Code Sections 65582, 65583, and 65589.5 of State Housing Element Law. This legislation requires local jurisdictions to strengthen provisions for addressing housing needs of the homeless, including the

community, the City can easily assess whether units are overcrowded.

identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit.

Due to very low homeless population in the City and the industrial nature of the community, the City's policy position is that development of emergency shelters in Vernon is not a good solution for addressing regional homelessness issues. Placing a homeless shelter in an area that has been deemed largely inappropriate for new housing due to environmental concerns—including noxious odors from rendering and slaughtering, proximity to hazardous waste sites, and truck traffic pollution and noise—could raise potential environmental justice concerns.

A large number of facilities for homeless individuals and families are located within a five-mile radius of the City, in locations that do not have the environmental constraints that exist in Vernon. For example, the Salvation Army Shelter in the city of Bell is a regional emergency shelter offering emergency and transitional care for up to 340 homeless adults, including 154 in the shelter, 128 in the drug and alcohol program, and 49 in longer term transitional housing. In addition to a place to stay, the Bell Shelter provides case management; substance abuse rehabilitation; individual and group therapy/counseling; on-site health care, medical referrals and HIV/AIDS education; job training; on-site adult education classes and life skills classes.

However, given that State law requires all jurisdictions to comply SB2 mandates, the City has established an emergency shelter overlay zone to be applied to a single parcel at the northwest corner of the City.

Future Housing Needs

State law requires jurisdictions to provide for their fair share of regional housing needs. SCAG determines the projected housing needs for Southern California jurisdictions. Future housing needs reflect the number of new units needed in a jurisdiction (future demand), plus an adequate supply of vacant housing to assure mobility and new units to replace losses. These needs were forecast by the 2014-2021 Regional Housing Needs Assessment (RHNA), which considered on a regional and local level: market demand for housing, employment opportunities, availability of suitable sites and public facilities, commuting patterns, type and tenure of

housing need, and housing needs of farm workers. The 2014-2021 RHNA establishes a future housing need of two units in the City of Vernon, with one unit to be affordable to very low-income households and one unit to low-income households.

Energy and Water Conservation

Compared with Vernon's energy-intensive industries, housing consumes only a small proportion of the City's total energy consumption. The City utilizes the California Green Building Standards Code for all construction to minimize energy consumption. Necessary sound insulation on residential units also results in effective heat insulation, thus reducing energy usage.

Electric power in Vernon is provided by the City's local power plant and municipal utility system. The Southern California Gas Company and the City of Vernon Light & Power Department Gas Division provide fuel for most natural gas heating needs, and offers programs for water heater insulation, attic insulation, and water flow limiting devices. Water is provided to all dwelling units either from groundwater pumped by the Vernon Community Services and Water Department or by import from the Metropolitan Water District. Compared to the large local industrial users, residential water use is minimal, and no special conservation steps have been deemed necessary for housing.

3.0 HOUSING CONSTRAINTS

3.1 Governmental Constraints

Historically, housing growth has been virtually nonexistent in Vernon due to City policy that has discouraged, and in 2007 precluded, the development of any new residential units. City policy-makers have for decades determined that the pervasive industrial environment and land use incompatibilities related to hazardous materials storage and processing, background contamination, noxious odors, noise pollution, and truck and railroad traffic make Vernon an inappropriate location for new housing. However, as part of the City's good governance reform initiative, City leaders have agreed to establish a way to allow for a very limited amount of new housing at a location or locations that would not result in significant land use conflicts, would minimize exposure of housing residents to adverse

environmental conditions, and would provide access to stores, schools, parks, and other amenities that residents would need. The City has made a commitment to amend the Zoning Ordinance to allow for the future development of a limited number of new residential units via a Housing Overlay zone, to be applied to two or fewer parcels.

Zoning Ordinance

Vernon comprehensively updated its Zoning Ordinance in 2007. The Ordinance did not include any development processes or standards to allow for residential projects, nor did the City have permit processing fees, site improvement requirements, impact fee requirements, or procedures for new residential development. With establishment of the Housing Overlay zone, new permitting procedures and development standards for targeted new residential development are now available. Given the unique conditions in the City and the fact that the sites to which the overlay will be applied are owned by the City, the City permitting process consists of a Development Agreement. In addition, the Housing Overlay zone allows transitional and supportive housing subject to the same permitting processes as other housing in the Housing Overlay zone without any special regulatory requirements.

A Development Agreement is considered the most appropriate way to permit housing in Vernon given the unique characteristics of this industrial city. A Development Agreement provides a high degree of flexibility in defining the development standards for a housing project. Through a Development Agreement, the City can work with prospective housing developers to craft the provisions that will apply to site planning, provision of parking and open space, height limits, etc. Because the General Plan allows up to 30 units per acre, a prospective developer can propose innovative approaches to multifamily housing.

Rather than establish concrete development standards, Section 26.4.5-5 of the Zoning Ordinance sets forth performance standards for residential development as follows:

“Sec. 26.4.5-5 Findings. After a public hearing, the City Council shall approve a proposed residential development and related Development Agreement only after first making all of the following findings:

- a) The design, location, size, and operating characteristics of the proposed residential will be compatible with the existing land uses in the vicinity;
- b) The proposed density is consistent with density standards and all applicable policies contained in the General Plan;
- c) The site and site plan are physically suitable in terms of design, location, shape, size, and the provision of public and emergency vehicle access, and public services and utilities, including but not limited to (fire protection, police protection, potable water, schools, sewerage, solid waste collection and disposal, storm drainage, and wastewater collection, treatment, and disposal;
- d) On-site traffic circulation for pedestrians and vehicles is designed into the development to allow residents to move easily through the development and to avoid pedestrian/vehicular conflicts and further, to ensure appropriate access for fire and police response and surveillance equal to or better than what would normally be created by compliance with the Site Planning Standards of Section 26.4.1-7;
- e) The proposed project provides suitable, usable common and/or private open space that will meet the passive and/or active recreation needs of the resident. Common open space areas and setbacks are provided with landscaping and other improvements suitable for the development proposed;
- f) The proposed project provides adequate parking to meet the residents’ needs and to avoid parking impacts on surrounding properties;
- g) Refuse/recycling collection areas are located to provide easy access to for all residents and collection vehicles, and to minimize noise impacts on residents;

- h) To the extent feasible, the project design incorporates sustainable development features.”

Given the flexibility of these standards and the need to address unique conditions in Vernon, the requirement for a Development Agreement is not considered a constraint. In fact, in response to a request for proposals for housing development on the site on 52nd Street, the City received five submittals and selected the one which can achieve objectives for providing affordable housing.

Renovation, Restoration, Maintenance, and Repair

The City will continue to permit the renovation, restoration, maintenance, and repair of existing residential uses. Residential rehabilitation projects are permitted in Vernon, and the rehabilitation is a “Minor Alteration or Repair,” as defined in the Zoning Ordinance (less than 50 percent of the fair market value of the buildings on the lot).³ As a practical matter, the expansive definition of “Minor Alteration or Repair” and lack of development standards result in limited governmental constraints (other than complying with the building code) that would prevent a homeowner from upgrading or improving a residence within the existing square footage.

If the hard costs of improvements equal or exceed, over a three-year period, 50 percent of the then-current fair market value of the building, then the improvement, if voluntary, will be defined as a “Major Alteration or Repair” and terminate the legal nonconforming status of the residence. A Major Alteration or Repair is considered to be the functional equivalent of a tear-down and re-build, which the City does not permit, for the same reasons that it does not permit new construction of residences. However, if the Major Alteration or Repair is necessitated by a natural disaster, such as an earthquake or fire, the owner does have the right to rebuild the residence. At that time, the development standards for the home would be developed. The City did not undertake to

³ A minor alteration is that for which the hard costs charged, incurred, or paid for such renovation, alteration, or repair, over a three year period, commencing when the permit required is issued, or if no permit is required, when the physical portion of the renovation, alteration, or repair is commenced, is less than 50 percent of the current fair market value of all of the buildings located on the same lot.

develop those criteria at this time since there are only five private residences in Vernon.

The Major Alteration provision does not constrain the maintenance of the existing housing stock, as property owners are permitted to undertake a broad array of improvements that extend the life of residential structures and improve unit conditions. Under State law, any and all such improvements can be pursued consistent with Health & Safety Code Section 17922(d) and Section 17958.8 relating to the alteration and repair of existing buildings. Section 17922(d) relates to the standards adopted by the State, which the Zoning Ordinance in no way invalidates. This section discusses the use of original materials and methods for the repair, replacement, or extension as long as it meets Building Code standards. The Zoning Ordinance has no provisions or limitations on the construction materials utilized. Section 17958.8 is similar, as it addresses the use of original construction materials and methods. Nothing in the Zoning Ordinance or Building Code prohibits the use of original materials and methods, with the exception of an unreinforced masonry structure, which would have to be seismically retrofitted. As no residential units in Vernon are constructed of unreinforced masonry, this does not affect any housing units.

All residential units in the City are in good condition, with no units requiring a major alteration during the planning period. Of those units owned by the City, the City intends to renovate seven units due to age, although all are currently in good, habitable condition. These seven units have had new HVAC systems installed in recent years.

No residential property owners have proposed major renovations to their properties. Residential property owners participated in the recent Zoning Ordinance revision process, and none expressed opposition to the standards that apply to existing, nonconforming residential structures in the City, including the prohibitions on increasing square footage and undertaking major alterations. All residences – whether owned by the City or others – are in good condition, according to City staff. As described above, residential rehabilitation that constitutes a minor alteration (costing, over a three year period, less than 50 percent of the market value of the building) is permitted. Because minor alterations are permitted and existing standards will allow renovations of these units, the limit on major alterations is not considered an impact to the

maintenance and improvement of the City's housing stock. As discussed later in this section, to accommodate housing needs of the disabled, the Zoning Ordinance has been revised to remove restrictions on major alterations as needed through the implementation of reasonable accommodation procedures.

It is the City's intent to encourage and actively participate in the rehabilitation of existing residential units. The process is straightforward and not burdensome; there is no entitlement process required for rehabilitation projects. Residential rehabilitation projects that are Minor Alterations or Repairs and do not exceed the existing square footage require only a building permit. The building permit process timeframe depends on the complexity of the renovation. Complex renovations involving new electrical systems, plumbing, etc. can take up to three weeks to process. The City has no intention of removing any of the 31 units in the City, as all units are in good condition.

Replacement of housing units that have been demolished or destroyed due to force majeure (defined as an event that is not within the control of the owner of the property, including, without limitation, earthquake, flood, fire, and acts of war or terrorism) are permitted. A building permit would be required, and a housing unit would be permitted to be rebuilt up to the existing building square footage. The development standards for the reconstructed dwelling would be determined at that time.

Building Code Amendments

The City has adopted the California Building Code with some minor local amendments related primarily to industrial buildings in the City. Per Health and Safety Code Sections 17958.5 and 17958.7, the City made required findings and filed such findings with the California Building Standards Commission. The amendments include administrative processes such as the establishment of City permit fees and appeals boards, as well as requirements specific to hazardous and industrial uses such as fire access roads, spray booths, and storage of explosive and flammable materials. Vernon has also made additional amendments to protect the safety of workers and residents within the City. Specifically, the City requires all wiring to be in a metallic conduit, to protect workers and residents from hazards of accidentally driving a nail or screw through wiring. There is a marginal cost increase associated

with this precaution, but the benefit associated with safer installation outweighs the cost. The City has also made amendments to require Class A and B roofing material, which is more fire resistive and can stop the potential spread of fire. While this type of roofing material may be more expensive than some standard materials, this amendment is necessary to prevent and quickly extinguish fires that may have far more costly impacts. As such, no restrictions or amendments have been adopted in the Building Code that would constrain housing in the City.

Permit and Infrastructure Fees

The City assesses various fees to cover the costs of permit processing (Table H-6). Most of the fees charged are flat fees based on the cost of services, or tiered fees based on the size and cost of the improvement. Fees charged are comparable to surrounding communities in Los Angeles County, and as such, do not pose a constraint to housing maintenance and preservation. Owners intending to renovate or improve existing residential units are required to obtain a building permit for a minor alteration. The fee, which is reviewed annually, is based on the cost of the improvement.

Because future residential development will occur on no more than two parcels on properties owned by the City, no special fees will be required for processing development applications. The vehicle for approving projects will be through a Development Agreement with the City.

Because the development will occur on existing lots well served by streets, water lines, sewer lines, and all other urban-level infrastructure, no off-site improvements will be required to allow housing development to proceed.

**Table H-6
Permit and Processing Fees**

Building Permits	
Cost of Renovation	Fee
\$1.00 to \$2,000	\$80
\$2,001 to \$5,000	\$80 for the first \$2,000 plus \$4 for each additional \$100
\$5,001 to \$25,000	\$200 for the first \$5,000 plus \$10 for each additional \$1,000
\$25,001 to \$50,000	\$400 for the first \$25,000 plus \$7.50 for each additional \$1,000
\$50,001 to \$100,000	\$587.50 for the first \$50,000 plus \$5.50 for each additional \$1,000
\$100,001 to \$500,000	\$862.50 for the first \$100,000 plus \$4 for each additional \$1,000
\$500,001 and up	\$2,462.50 for the first \$500,000 plus \$3.10 for each additional \$1,000
Inspection and Other Fees	
Description	Fee
Inspection Outside of Normal Hours (minimum of 4 hours)	\$89.70/hour (minimum of \$358.80)
Reinspection Fee	\$89.70/hour
Additional Plan Review	\$150/hour
Final, Parcel, or Tentative Map	\$1,250 - \$2,000
Conditional Use Permit	\$2,875
Zoning Variance or Amendment	\$2,000
Building Code Variance	\$1,000

Source: City of Vernon Fees, Effective July 1, 2008

Housing Maintenance

The Vernon Department of Community Services is responsible for code enforcement and the maintenance and upkeep of all City-owned units. Enforcement of building code standards does not constrain the improvement of housing in Vernon but instead serves to maintain or improve the condition of the limited, existing housing stock.

Of the 31 units in the City, only five are not owned by the City. City staff has investigated and determined that none of these

five units requires significant rehabilitation. At this time, an active code enforcement program is unwarranted due to the limited number of privately owned units (five) and the fact all units are currently in good condition and continue to be well maintained by the owners. The City encourages active maintenance of the housing stock, as evidenced by the extensive rehabilitation the City has undertaken on those housing units that it owns. Community Services Staff is active in the community, and will respond to any visible code enforcement violations or complaints that may require rehabilitation of units.

Property owners are permitted and encouraged to perform proper upkeep and maintenance, which can include renovations, as long as the existing square footage is not exceeded and the cost of the renovation, over a three-year period, does not exceed 50 percent of the market value of buildings on the lot. For all practical purposes, all other controls, permit processes, and fees do not constrain the maintenance and preservation of the City's housing stock.

Constraints to Housing for Persons with Disabilities

The City has adopted the California Building Standards Code. Standards within the Code of the City of Vernon (through the adoption of the California Building Standards Code) include provisions to ensure accessibility for persons with disabilities. These standards are consistent with the Americans with Disabilities Act. No local amendments that would constrain accessibility or increase the cost of housing for persons with disabilities have been adopted, except that the Zoning Ordinance would not permit the floor area of the residence to be increased or permit any major alterations that equal or exceed 50 percent of the current fair market value of the buildings on the lot. These restrictions have been addressed the implementation of a reasonable accommodation procedures to accommodate housing needs of the disabled (discussed below).

Definition of Family

Sometimes, a city's definition of "family" can limit access to housing for persons with disabilities when the word is narrowly defined. This can illegally limit the use of housing as group homes for persons with disabilities, but not limit housing for families. The Vernon Zoning Ordinance does not define family, and therefore is nondiscriminatory in its application.

Reasonable Accommodation

The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. While fair housing laws intend that all people have equal access to housing, the law also recognizes that people with disabilities may need extra tools to achieve equality. Reasonable accommodation is one of the tools intended to further housing opportunities for people with disabilities. Reasonable accommodation provides a means of requesting from the local government flexibility in the application of land use and zoning and building regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities, and to provide the accommodation when it is determined to be “reasonable” based on fair housing laws and the case law interpreting the statutes.

State law allows for a statutorily based four-part analysis to be used in evaluating requests for reasonable accommodation related to land use and zoning matters and can be incorporated into a reasonable accommodation ordinance or procedures. This analysis gives great weight to furthering the housing needs of people with disabilities and also considers the impact or effect of providing the requested accommodation on the City and its overall zoning scheme. Developers and providers of housing for people with disabilities must be ready to address each element of the following four-part analysis:

- The housing that is the subject of the request for reasonable accommodation is for people with disabilities as defined in federal or state fair housing laws;
- The reasonable accommodation requested is necessary to make specific housing available to people with disabilities who are protected under fair housing laws;
- The requested accommodation will not impose an undue financial or administrative burden on the local government; and

- The requested accommodation will not result in a fundamental alteration in the local zoning ordinance.

The City abides by the Fair Housing Act, and has instituted a clearly defined process for making requests for reasonable accommodation to provide exceptions in zoning, land-use, permitting processes, and building codes. The City has developed reasonable accommodation procedures in its Zoning Ordinance and will provide information on the procedures on the City's website (Housing Element Program 4).

The State has removed any City discretion for review of small group homes for persons with disabilities (six or fewer residents). The City does not impose additional zoning, building code, or permitting procedures other than those allowed by State law.

The City does not impose special permit procedures or requirements that could impede the retrofitting of homes for accessibility. A retrofit would be permitted as a minor alteration (requiring a building permit), as long as the cost of the retrofit was less than 50 percent of the market value of the buildings. The City's requirements for building permits are standard, straightforward, and not burdensome. No CUP or other special permitting requirements are required for retrofitting homes for accessibility.

The City's adopted reasonable accommodation procedures are ministerial and include, but not be limited to, identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provision for relief from the various land-use, zoning, or building regulations that may constrain the housing for persons of disabilities. The procedure also includes consideration of allowing an increase in habitable floor area of an existing residence to accommodate disabled persons.

The City will also explore the feasibility of offering fee reductions for permit processes that involve retrofitting residences for accessibility purposes.

3.2 Non-governmental Constraints to Housing

In Vernon, limited land is available which would be suitable for the development of housing. The Housing Element inventory of vacant and underutilized sites identifies two potential sites for residential development. The limited sites available for residential development are due to serious environmental conditions which render the majority of sites throughout Vernon unsuitable for residential development. Environmental factors affecting potential residential development are related to hazardous materials storage and processing, background contamination, noxious odors, noise pollution, and truck and railroad traffic generated by the City's pervasive industrial land uses. Inadequate access to residential services is an additional constraint to residential development in the City. These factors contribute to the limited number of sites available for residential development.

Market Constraints

Government Code Section 65583(a)(5) requires communities to include an analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

Based upon information regarding the Vernon commercial and industrial market, recent (2012) sales for large developed industrial sites have been priced at approximately \$96 per square foot, depending on location, soil condition, and necessary demolition costs.⁴ Effective land costs, which also include remediation required to make old industrial sites developable for residential use, make the cost of land significantly higher. Land costs for vacant sites have been priced at approximately \$1.4 million per acre of land (\$31 per square foot of vacant land).⁵ Additional costs that would also have to be incurred to make land suitable for residential development include testing for ground contamination, remediation for residential development, and providing minimum safety and nuisance improvements. Although these

⁴ Loopnet.com Industrial Properties for Sale Search. August 15, 2012.
<<http://www.loopnet.com>>

⁵ Loopnet.com Industrial Properties for Sale Search. August 15, 2012.
<<http://www.loopnet.com>>

additional costs might be feasible if the sites were otherwise suitable for residential development, the environmental problems from surrounding uses are so severe that both private market and assisted housing development is precluded on any site in the City.

Because the majority of the City's housing stock is owned and managed by the City, maintenance and improvements are overseen and funded by the City. As such, there are no market constraints on the maintenance of housing in the City. The City actively performs maintenance and repairs on all City-owned buildings.

Hazardous Materials

With its history as an industrial City dating to incorporation in 1903, heavy and prolonged industrial use in Vernon is reflected in the following conditions (refer to Figure H-2):

- A high concentration of both underground (38 facilities with 82 underground storage tanks) and above-ground hazardous material storage tanks throughout the City. There are also 20 leaking underground storage tanks clean-up sites.

Within the City, approximately 570 businesses handle/store hazardous materials. Thirty-eight of these businesses handle high levels of extremely dangerous materials regulated by the State.

- Numerous underground pipelines throughout the City, many carrying potentially explosive materials

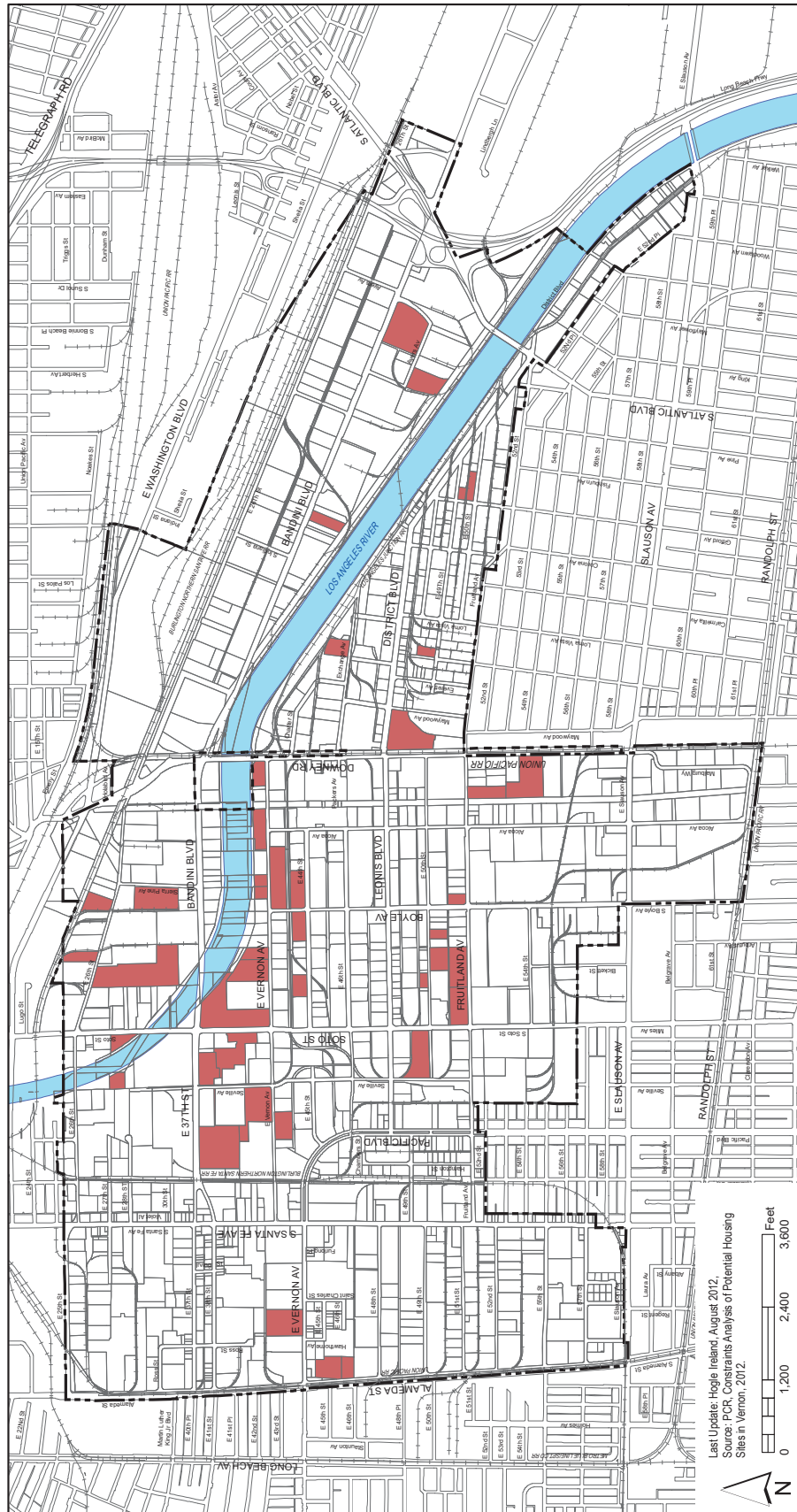


Figure H-2 Highly Toxic Regulated Substances

- Residual soil contamination resulting from prior manufacturing activities on the sites and from previously abandoned chemical waste, open disposal pits, aeration ponds, landfills or petroleum related activities (a high lead content in the soil is common). Six sites in Vernon are on the EPA Superfund List, but none of them are on the National Priority List.
- Approximately 130 miles of railroad track historically treated with herbicides for weed control. Rights-of way show patterns of contamination from spilling, overfilling, or transfer of chemicals.
- Four California EPA-permitted hazardous waste treatment, storage and disposal facilities
- Ten closed landfill sites

Overfilling storage tanks, leaking pipes, and leaking tanks have resulted in residual soil contamination in Vernon. Sixteen sites have been declared Proposition 65 sites (determined by laboratory tests to have excessive carcinogenic or teratogenic chemical contamination). Remediation plans are required to decontaminate the soil.

Due to high background and other petroleum contamination and lack of feasible clean-up options, several sites were remediated with covenants being recorded to advise future purchasers of the presence of contamination. Due to public health concerns, these sites would be unsuitable for future sensitive land uses such as housing.

A significant potential for chemical spills or accidents exists due to the high concentration of underground storage tanks in Vernon. The City's Underground Tank Program has resulted in the removal of over 1,000 tanks. Additionally, where structures were threatened by tank removal, numerous underground tanks were abandoned in place.

Another component of hazardous materials control in Vernon is the "right to know" program. All businesses in the City are required to submit inventories of all hazardous materials used or stored. The City currently has 571 businesses that handle or store hazardous materials. Class C businesses with very high maximum daily volumes (2,001 to 1,000,000 pounds) are the most prevalent, and are located throughout the City. The risk

of upset from businesses handling such high volumes of chemicals, many of which are toxic, is a factor that must be considered in land use planning.

If high levels of certain highly toxic chemicals are present in a business' hazardous materials inventory, these businesses are further regulated through the California Accidental Release Prevention Program (CALARP). Such businesses are required to provide the City's Environmental Health Department with a CALARP report detailing how they plan to prevent the release of such chemicals, as well as presenting a plan for clean-up and notification if there were an accidental release. Such regulated chemicals include ammonia and chlorine gas and could impact a large geographic area if released. As illustrated in Figure H-2, Vernon currently has 38 businesses regulated under CALARP.

The locations of businesses throughout the community with underground storage tanks and/or use or storage of chemical materials indicate that the entire City is subject to chemical spills or accidents, thereby illustrating its inappropriateness for future residential development.

In summary, Vernon's prolonged history as an industrial City has resulted in significant background contamination. Industries that store or use hazardous materials are pervasive throughout the City.

Noxious Odors

Numerous industries that generate noxious odors operate in Vernon, including several focused on the slaughtering and rendering of animals. Overlay districts have been designated in the City's General Plan and Zoning Ordinance to isolate the locations of offensive industrial uses responsible for excessive noxious odors. These overlay districts include a "Slaughtering Overlay" for uses which involve the slaughtering of animals, and a "Rendering Overlay" for the location of rendering facilities. These uses generate significant adverse effects related to odor and release of toxic materials, making residential land uses highly incompatible within their vicinity. Revisions to the Zoning Ordinance will include new standards to address odor control in the Rendering and Slaughtering Overlay Districts.

Noise

As could be expected in a highly industrial city, properties in Vernon are exposed to high levels of noise emanating from stationary industrial activity, as well as from trucks, automobiles, and railroad operations. Numerous companies operate equipment such as large presses and pumps which produce excessive vibrations and generate noise well beyond the level of acceptability for noise-sensitive land uses within the vicinity. Arterial roadways in Vernon have a very high proportion of truck traffic (approximately 30 percent), thereby intensifying noise levels along the City's roadways. In addition, four main railroad lines and a number of switching operations are located in the City, and these generate significant levels of noise day and night.

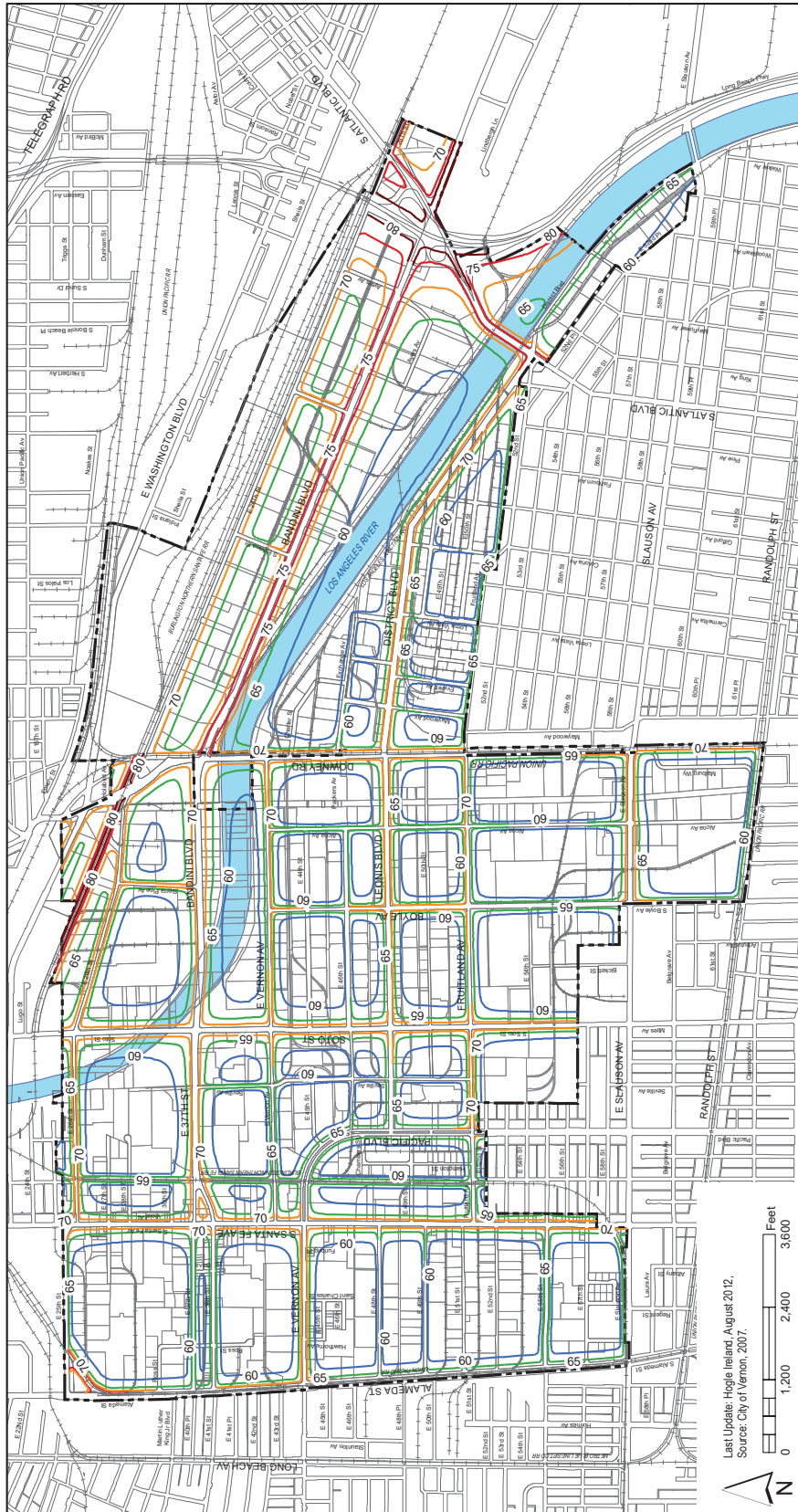
Figure H-3, derived from the Noise Element, presents noise contours developed for Vernon in 2007 as part of the update to the General Plan. The Zoning Ordinance establishes a one-hour standard of 65 dB(A) between 7:00 A.M. and 10:00 P.M. within 0.10 mile of a school or residence, and a 60 dB(A) standard between 10:00 P.M. and 7:00 A.M. within 0.10 mile of a school or residence.

As evidenced by the contour map, most properties in Vernon are exposed to noise levels of 65 CNEL⁶ or greater, and therefore are normally incompatible with sensitive land uses. The noise contours are based on roadway traffic and do not account for stationary noise sources. The probability is that areas mapped as being outside the 65 dB CNEL may in fact experience excessive noise levels from intermittent or other sources.

Truck and Railroad Traffic

Vernon is traversed by approximately 130 miles of railroad tracks, with approximately 96 at-grade and seven grade-separated railroad crossings. As previously mentioned, truck traffic is extremely heavy, comprising nearly one-third of all traffic in the City. These conditions not only contribute to excessive noise levels, but also create safety hazards for pedestrians, particularly a problem for the elderly, persons with disabilities, and families with children.

⁶ Community Noise Equivalent Level (CNEL) is a noise measure that accounts for increased human sensitivity to noise at night.



LEGEND

Noise Contours (2007)

- 80 CNEL
- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL

City Boundaries

- Vernon City Boundary
- Vernon Sphere of Influence

Figure H-3
2007 Noise Contours

Although the construction of the Alameda Corridor has consolidated rail traffic between the Ports of Los Angeles and Long Beach and downtown Los Angeles, no plans have been announced to vacate existing mainline railroads. Some spur tracks have been eliminated, but have been replaced by truck transportation. Also, the rail lines are being considered as routes for future transit rail traffic connecting Orange County to downtown Los Angeles' Union Station. Figure H-4 indicates the principal transportation elements that contribute to noise and pollution in the City of Vernon: the Long Beach Freeway, arterial roadways, collector streets and mainline railroads.

Residential Service Adequacy

Residential development requires the provision of services to meet the needs of the resident population. Services provided at the municipal level include education, recreation, and local retail goods and services. While few such residential services are situated within Vernon, they are generally located within close enough proximity to adequately serve currently existing residences in the City via car or public transportation. However, access to these residential services is along roadways with high levels of track traffic, railroad crossings, and loading activities. These conditions make pedestrian access to residential service facilities difficult and unsafe, particularly for children. However, areas that border the residential neighborhoods of the adjacent city of Maywood are in close proximity to community services, including schools, parks, and local shopping.

Summary of Constraints to Residential Development

Environmental degradation related to hazardous materials and background contamination, noxious odors, noise pollution and truck and railroad traffic present land use conflicts for future residential development in the City. In addition, the lack of adequate, safe access to residential services acts to constrain housing opportunities in Vernon. Although extensive industrial development throughout Vernon has resulted in environmental conditions that limit new housing sites, one or two areas along the City's southern boundary could potentially accommodate a very limited amount of new residential development to meet the City's good governance commitment to the State legislature.

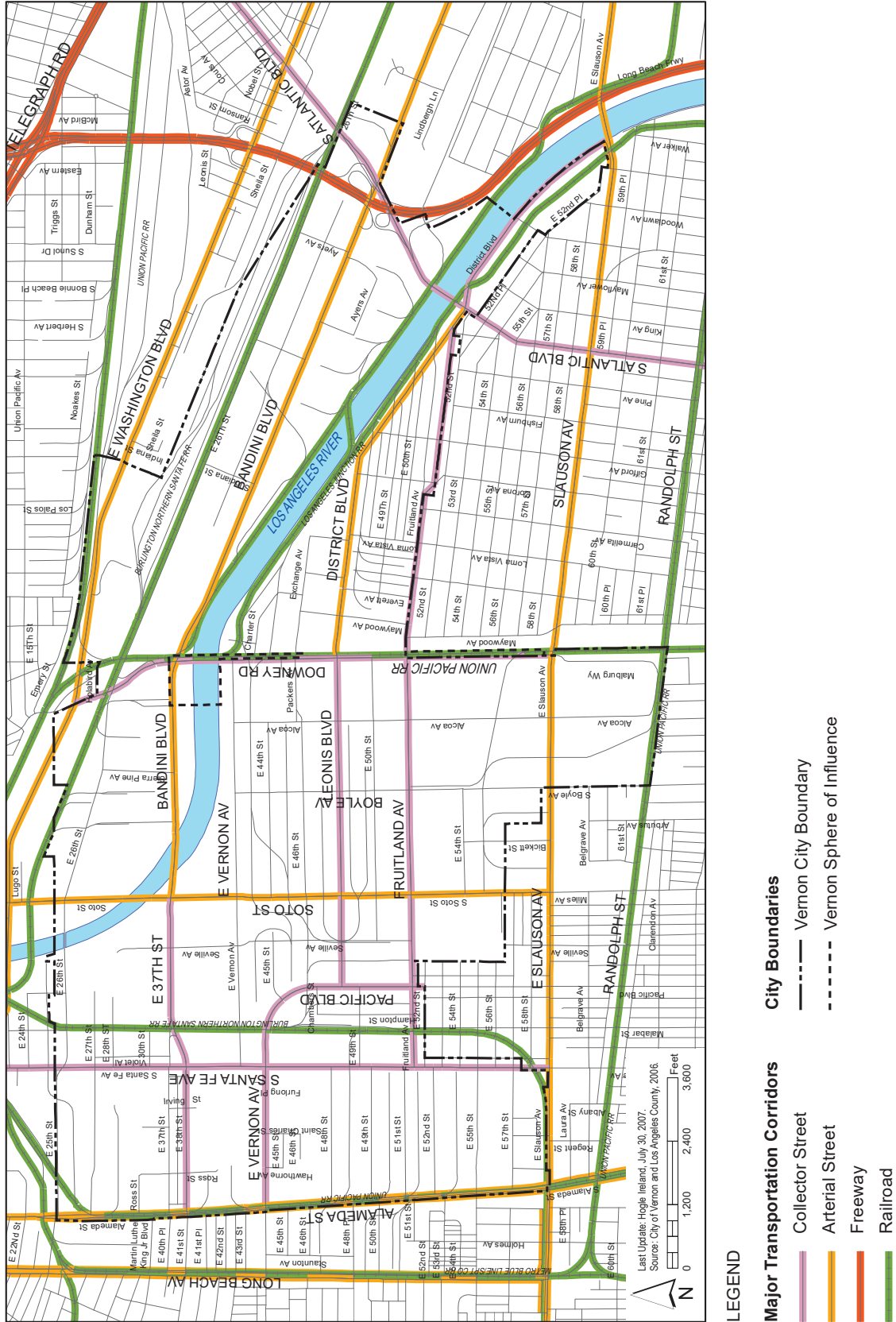


Figure H-4
Major Transportation Corridors

4.0 HOUSING OPPORTUNITIES

As described in Section 3.0, due to inherent incompatibilities between residential uses and the City's heavy industrial environment, future residential development is for the most part not desirable or recommended anywhere in Vernon. The City's policy over many decades has been to discourage development of any new housing units. However, given the City's commitment to the State legislature to expand the voter base, sites must be identified where 30 to 50 new units could be built in Vernon, provided that impacts associated with pervasive industrial operations and extensive site contamination can be wholly addressed, and further provided that housing sites provide new residents with suitable access to schools, open space, and shopping.

Proposed sites for new residential housing would be preferred along Vernon's boundaries, near residential neighborhoods in the adjacent cities of Maywood and Huntington Park. These areas are less impacted from Vernon industrial uses and trucking traffic, but also have good access to services and amenities that support established residential neighborhoods in these adjacent cities.

To assess the current potential for residential development in Vernon as required under Housing Element statutes, staff has identified both vacant properties and underutilized buildings, defined as dilapidated and/or unreinforced masonry structures suitable for demolition.

City staff conducted a field survey of vacant and underutilized properties throughout the entire City. Although some of these sites are located throughout the City, staff subsequently narrowed the potential sites down to areas in the City that are in close proximity to community services and amenities. Potential sites within the Commercial Overlay District were also dismissed due to the potential impacts to residential uses being close to industrial uses. In addition, a key consideration was to ensure that any new residential development would not impede the ability of existing or future adjacent industrial properties to attract a broad range of industrial users, consistent with the City's mission.

To permit housing at the potential sites identified, the City is amending the Land Use Element to establish a Housing Overlay, where residential uses are permitted at a density of up

to 30 units per acre. A similar approach is being used in the Zoning Ordinance to correspond to the General Plan designation. In the Zoning Ordinance, the Housing (-H) overlay district will allow housing development with approval of a Development Agreement. This approach is being used given Vernon's unique character as an industrial city. The Development Agreement will provide for maximum flexibility for development standards while ensuring appropriate features are incorporated into a project to address surrounding industrial businesses in Vernon. The Zoning Ordinance provisions for the Housing overlay district include that all Development Agreements, at a minimum address those standards outlined on pages 20 and 21 of this element.

Potential Residential Housing Sites

Two vacant sites and underutilized properties were considered to have some limited potential for residential development, and one site was identified as having the potential to accommodate emergency housing. These sites are described in Table H-7. The following discussion evaluates these sites in terms of environmental safety and residential service adequacy.

Table H-7
Potential Housing Sites

Site No.	Location	Zoning	Maximum Density	Assumed Density	Acreage	Total Units
Potential Sites for Housing						
A	4675 E. 52 nd Drive	General Industry (I)	30 du/ac	24 du/ac	2.06	49
B	4459 E. 52 nd Drive	General Industry (I)	30 du/ac	24 du/ac	0.52	12
Total					2.58	61

Site A

Site A is a 2.1-acre site located along the northern side of 52nd Drive and owned by the City of Vernon. The south side of 52nd Drive is a residential neighborhood located in Maywood. The site is approximately 500 feet southeast of the Atlantic Boulevard and District Boulevard intersection, and several hundred feet south of the Los Angeles River. Site A is entirely vacant. North of the site is a railroad line, and to the southeast

is Sanchez Upholstery Supply. Cal SDM, Inc., a custom metal fabrication shop and steam boiler company, is located to the northeast, across from the railroad tracks.

Site B

Site B is a half-acre site located in the southwestern portion of Vernon, near the intersection of District Boulevard, Fruitland Avenue, and Cudahy Avenue. The site is bounded by 52nd Street to the south, Fruitland Avenue to the north, and Cudahy Avenue to the east. The property shares three of its property boundaries with the City of Maywood. The site includes a dilapidated warehouse structure built in the 1930s that occupies nearly 50 percent of the site. The remaining site includes an asphalt area overgrown with weeds. Site B is surrounded by Pacific Coast Chemical (in Vernon) to the north, a parking area (in Maywood) to the west, residential uses (in Maywood) to the south, a union assembly hall (in Maywood) to the east, and Maywood Elementary School (in Maywood) to the southeast.

Potential Emergency Shelter Sites

Site C

Site C is a 1.6-acre site located on the southeast corner of Alameda Street and 25th Street, immediately east of the Alameda Corridor. The site is primarily vacant and includes the remains of a building foundation. The site is bounded by produce distributors to the south, a pallet storage business to the southeast, a warehouse building to the east, and the Alameda Corridor to the west and north.

Environmental Safety

Environmental conditions in Vernon are generally incompatible with residential uses. However, the sites chosen for potential residential development and emergency shelters are located along the City's periphery. The land uses surrounding the sites listed in Table H-9 include vacant lots, residential uses, a chemical distributor, an upholstery supply warehouse, an assembly hall, and an elementary school.

All of the sites are exposed to truck traffic due to their locations near Alameda Street, Atlantic Boulevard, and District Boulevard. Site B is located near the intersection of 52nd Street and District Boulevard, which are both Collectors. Site C is

located at the intersection at Alameda Street, an Arterial, and 25th Street, a Collector. Site C is located along the Alameda Corridor, which includes a below-ground, triple-tracked rail line.

The Noise Contour Map (Figure H-3) shows that 2007 noise levels exceed 70 CNEL all along the Alameda Corridor and I-710 freeway, indicating residential uses are normally incompatible and should be discouraged. This would primarily affect the Site C, a potential location for emergency shelters. Site A and B are exposed to noise levels below 70 CNEL.

Noxious odors are primarily related to numerous industries in Vernon involved in the slaughtering and rendering of animals, geographically concentrated within the General Plan Slaughtering and Rendering Overlay Districts east of Soto Street. All of the potential housing sites (Sites A, B, and C) are located more than one-half mile from these districts, and will not likely be subjected to the odor impacts, depending on prevailing wind conditions.

City records indicate that all three potential housing and emergency shelter sites are exposed to levels of hazardous materials from underground tanks, soil contamination, and chemicals used for operations in the adjacent area. With approximately 570 businesses currently using or storing hazardous materials, over 80 underground storage tanks, and four hazardous waste treatment facilities, the presence of hazardous materials and hazardous waste is evident throughout the City. A total of 37 businesses utilize regulated substances containing highly toxic materials (CALARP). If an accidental release were to occur at any of these 37 facilities, evacuation would be required for a large geographic area. Table H-8 and Table H-9 describe the locational characteristics of each site and the nearby sources of toxic materials.

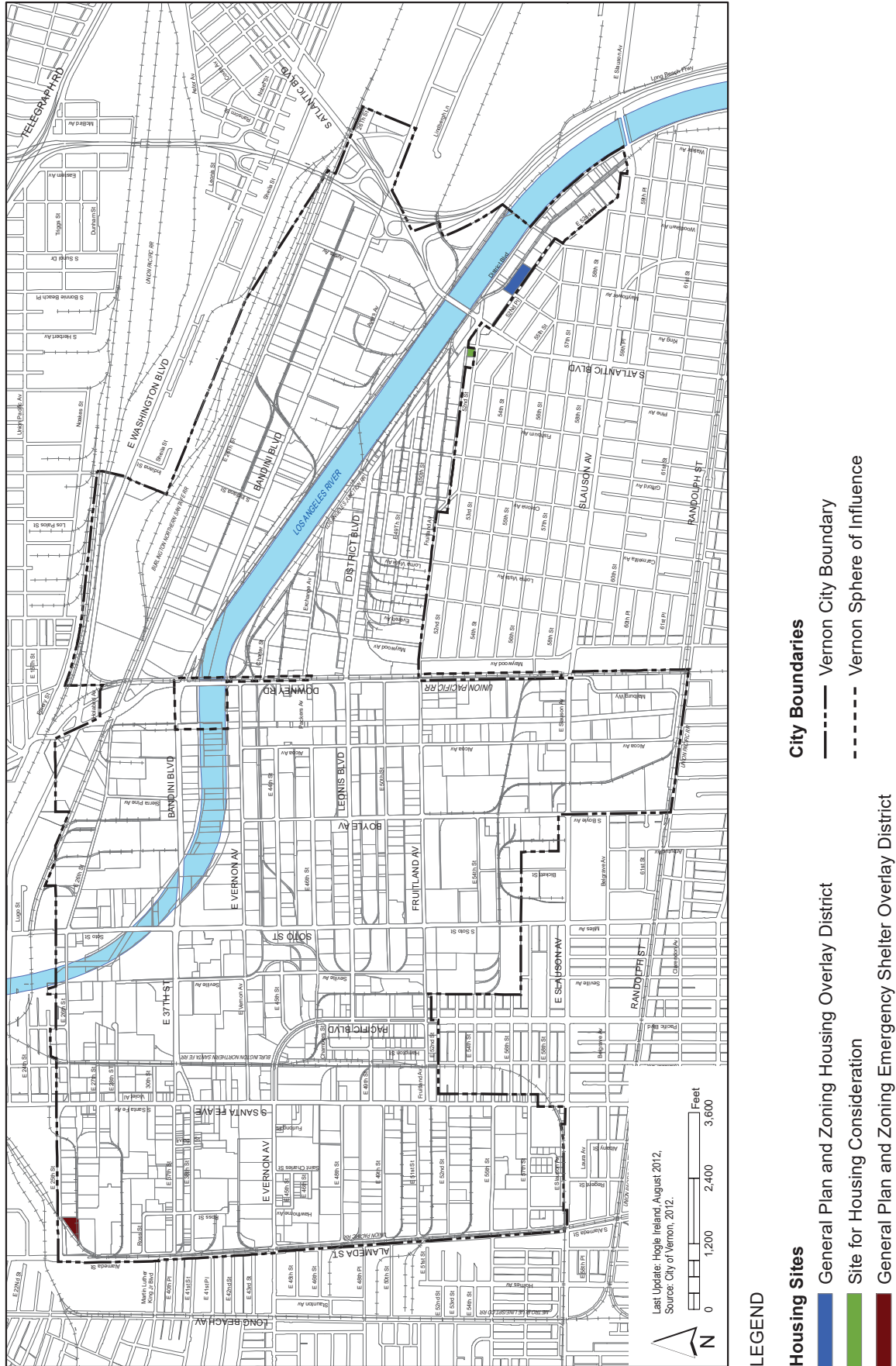


Figure H-5
Housing Sites

Table H-8
Characteristics of Vacant and Underutilized Sites in Commercial/Industrial Zones

Site No.	Assessor Parcel #	Location	Site Size (Acres)	GP Designation and Zone	Current Site Improvements
Potential Sites for Housing					
A	6314-002-900	4675 E. 52 nd Drive	2.06	Industrial	Vacant land
B	6313-022-030	4459 E. 52 nd Drive	0.52	Industrial	Dilapidated warehouse building (built in the 1930s)
Potential Sites for Emergency Shelters					
C	6302-009-039	25th Street	1.61	Industrial	Vacant land

Source: City of Vernon, Community Services Department.

Table H-9
Characteristics of Vacant and Underutilized Sites in Commercial/Industrial Zones

Site No.	Surrounding Land Uses	Truck Traffic	Noise	Odor	Railroad Hazards	Nearby Sources of Toxic Materials Released into Air (within 1/2 mile)
Potential Sites for Housing						
A	Residential, small assembly hall, Maywood Elementary School, parking lot, chemical distributor	Moderate	Low	Low	Low	Trichloroethane, Certain Glycol Ethers, Copper Compounds, Lead Compounds, Methyl Ethyl Ketone, Methyl Isobutyle Ketone, N-Butyl Alcohol, Toluene, Xylene (Mixed Isomers)
B	Residential, vacant lot, railroad tracks, upholstery supply warehouse	Moderate	Low	Low	Moderate	Ethylene Glycol, Ethylene Oxide, Propylene Oxide
Potential Sites for Emergency Shelters						
C	Alameda Corridor, pallet storage yard, produce distributor, material goods distribution warehouse	Moderate	Moderate	Moderate	High	Lead Compounds

Source: City of Vernon, Community Services Department and Environmental Protection Agency, Toxic Release Inventory, 2012.

<http://www.epa.gov/enviro/facts/tri/search.html>

Residential Service Adequacy

Existing infrastructure in the City—including water, sewer, and all dry utilities—is sufficient to accommodate existing housing in the City, and could accommodate development on the sites discussed in this inventory. However, new residential development in Vernon would also require that the new residents be provided basic residential services. The services provided at the local level include education, recreation, and grocery shopping. The estimated distances to these facilities from each site are presented in Table H-10. The California Tax Credit Allocation Committee (TCAC) has established criteria for appropriate distances between residential uses and services, and provides the basis for evaluating residential service adequacy in Vernon.

TCAC's distance criteria for public elementary, middle and high schools is a maximum of one-half mile from residential development. The nearest elementary school to potential residential Sites A and B sites is Maywood Elementary in Maywood; the nearest middle school is Nimitz Middle School in Huntington Park; and the nearest high school is Maywood Academy High School in Maywood. As indicated in Table H-9, both Sites A and B meet the one-half mile locational criteria for elementary schools.

The TCAC has established a maximum one-mile distance criteria within inner city areas for the distance between residential development and a full-scale supermarket where grocery staples, fresh meat, and produce are sold. The closest full service grocery store to the potential residential sites in Vernon is a Food 4 Less, located on Slauson Avenue in Maywood. Review of Table H-9 indicates that both Sites A and B meets are located within one-mile of a Food 4 Less in Maywood.

The TCAC's locational criteria for public parks is a maximum of one-half mile from residential development. The nearest park to Sites A and B is Maywood Park at the intersection of 58th Street and Heliotrope Avenue in the City of Maywood. Adjacent to the park is the Maywood Activity Center, which includes a community center, gym, and indoor basketball court. Site A meets the one-half mile locational criteria for parks facility (Maywood Park). Site B is located approximately one mile away from Maywood Park.

Table H-10
Residential Service Characteristics of Unimproved and
Underutilized Sites in Commercial/Industrial Zone

Site No.	Nearest Elementary School	Nearest Jr. High School	Nearest High School	Nearest Grocery Store	Nearest Park/Rec. Center
A	½ mile	1 ½ miles	1 mile	¾ mile	½ mile
B	500 feet	1 ½ miles	1 mile	½ mile	1 mile

Source: City of Vernon, Community Services Department.

Both Sites A and B are located across the street from residential uses in the City of Maywood. Both sites are within walking distance to Maywood Elementary School and less than two miles from a junior high school, high school, grocery store, and park and community center. Due to the close proximity to Maywood's residential neighborhoods, it makes it easier for children and adults to walk to residential services and avoid the truck traffic and railroad crossings typically found in the center of Vernon.

Summary of Housing Opportunities

Although future residential development is inappropriate in Vernon due to its pervasive industrial character, the shift in policy to allow for an increase in the City's population to enhance government accountability has led the City to identify two sites for potential housing development and one site for emergency shelters. The potential sites are suited for residential use since they are generally close to schools and groceries stores located in adjacent communities. The number of residential units that would be built on these two sites will be able to accommodate the City's RHNA of two future housing units.

The following describes the City's quantified objectives for the 2014-2021 planning period by income group. Since most of the City-owned residential dwelling units have undergone some rehabilitation since 2007, the City anticipates rehabilitating only seven City-owned residential units. As the remaining seven that were not renovated become vacant, the City will consider rehabilitating these units. (New HVAC systems were installed in these units in recent years.) The five privately owned residential units are considered in good condition and not in need of major repair; therefore, for this planning period, no rehabilitation of dwelling units are planned. In quantifying dwelling unit

production goals in Vernon, the City wants to conserve and preserve all existing 31 housing units in the City. The City would like to produce up to 49 dwelling units, where at least two are for low and very low income categories.

Table H-11 Quantified Objectives for 2014-2021				
Category	Very Low Income	Low Income	Moderate Income	Above Moderate Income
New Construction	2	47	0	0
Rehabilitated	0	0	7	0
Conserved	0	0	31	0

5.0 HOUSING PLAN

The Housing Plan for the Vernon Housing Element sets forth goals, policies, and implementing programs to address the housing needs particular to the City of Vernon. Prior to presenting the goals, policies, and programs, an evaluation of the programs in the previous Housing Element (2000) is presented as a foundation for developing the Plan for the 2008-2014 Housing Element.

5.1 Evaluation of Previous Accomplishments

State law (California Government Code Section 65588(a)) requires each jurisdiction to review its housing element as frequently as appropriate and evaluate:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal;
- The effectiveness of the housing element in attainment of the community's housing goals and objectives; and
- The progress in implementation of the housing element.

Table H-12 shows the progress the City made in implementing the 2008-2014 Housing Programs. An analysis of the effectiveness and continued appropriateness of these programs is provided, and the goals, policies, and programs from the 2008-2014 Housing Element have been updated to reflect this evaluation.

The major focus of housing policy in Vernon is to preserve the existing housing stock in the City and to ensure that existing housing in the City is well maintained. A secondary goal is to identify a site or sites suitable for new housing pursuant to the City's good governance initiative, and a site that can accommodate emergency shelters pursuant to the requirements of SB2.

The Housing Element addresses the health and safety of residents living on or adjacent to industrial sites. The City actively discourages the occupation or construction of dwelling units on or near industrial sites since activities on industrial sites includes operations potentially hazardous to residents. In addition, all units are required to have adequate insulation, air conditioning, approved air and water filtration systems, and sound insulation to

reduce potentially adverse air quality and noise-related impacts from adjacent industrial uses.⁷

⁷ Vernon does not require an adequate sites implementation/rezone program per Government Code Section 65584.09; the City's RHNA of zero required no sites during the previous planning period.

Table H-11
Housing Element Accomplishments for 2008-2014 Planning Period

Policy/Program		Accomplishments
Goal H-1: Ensure that all housing units are maintained in decent, safe, and sanitary condition.		
Policy 1.1	Continue to enforce all relevant building and zoning codes to ensure that all residential units are adequately maintained.	Progress: The City's Department of Community Services is responsible for code enforcement activities. Due to the limited number of units in the City, staff can accurately monitor all units and has determined that all are in good repair.
Program 1	<i>Maintenance of City-Owned Residences</i>	Effectiveness: The City has been effective in maintaining housing conditions in the City, and responds to complaints as needed. By 2008, the City completed fully renovating 19 City-owned dwelling units and added heating, ventilation, and air conditioning (HVAC) systems and upgraded the insulation in seven other units.
Program 2	<i>Code Enforcement</i>	Continued Appropriateness: Code enforcement is an important component that ensures that the limited number of units in the City remains in good repair.
Policy 1.2	Require any remodeled residential units to be equipped with air conditioning and sound insulation to protect residents from exposure to adverse environmental conditions.	Progress: The City actively pursues maintenance on City-owned units, providing renovations on vacated units and repairs as needed on occupied units. Effectiveness: The City successfully completed the renovation of 19 units in 2008. Renovations included adding HVAC systems, and providing insulation for sound protection and energy conservation purposes. Continued Appropriateness: The City owns a majority of residences in Vernon. The City is fully involved with the maintenance and upkeep of the properties, and will continue to provide these services on other units, as they are needed. All remodeled units will be required to provide HVAC systems and sound insulation protection, such as dual paned windows.
Policy 1.3	Mitigate any residential displacement impacts occurring as a result of residential demolition.	Progress: No residential units were demolished during the last planning period. Effectiveness: The City is committed to maintaining the existing housing units in the City. Continued Appropriateness: The City's primary housing goal is to preserve the existing housing units. The City is committed to mitigating residential displacement impacts, should they occur.

Table H-11
Housing Element Accomplishments for 2008-2014 Planning Period

Policy/Program		Accomplishments
Goal H-2: Maintain all existing dwelling units within the City.		
Policy 2.1	Provide for the retention of existing residential units in the City that are economically and physically sound.	<p>Progress: All units in the City were retained during the last planning period.</p> <p>Effectiveness: The 31 residential units in the City have all been determined to be in good condition.</p> <p>Continued Appropriateness: The major focus of housing policy prior to 2012 in Vernon was to preserve the existing housing stock and maintain safe and viable housing units.</p>
Policy 2.2	The City will accommodate the needs of disabled residents through establishment of a reasonable accommodation ordinance or procedures for existing units.	<p>Progress: As of 2012, there are no assisted housing units in the City. The City did not allow new housing prior to 2012.</p> <p>Effectiveness: While there are no federally or state-assisted units in Vernon, the City owns 26 of the 31 housing units in Vernon. These units are rented at levels that are affordable to very low-income tenants. City policy focuses on retention and maintenance of the 31 existing housing units, with no plans for removal of any units, City-owned or otherwise.</p> <p>Continued Appropriateness: While there is no assisted housing in the City that requires monitoring, the City continued this program in the 2008 Housing Element, discussing assisted housing to address Government Code Section 65583(a)(8).</p>
Program 3	Preservation of Assisted Housing	
Goal H-3: Continue to promote the availability of a range in existing unit types and sizes, and equal housing opportunity in the City’s housing market on the basis of age, race, sex, marital status, ethnic background, source of income, and other factors.		
Policy 3.1	Prohibit discrimination in the availability of existing housing.	<p>Progress: The City has not been advised of any discriminatory practices that have occurred in regards to the availability of housing. The City will take a proactive approach in enforcing antidiscrimination laws.</p> <p>Effectiveness: The City has received no complaints regarding any discriminatory actions and will continue to enforce all fair housing law.</p> <p>Continued Appropriateness: Prior to 2012, the City's Zoning Ordinance did not allow the development of new housing in the City. As such, housing discrimination related to the siting of housing was not an issue. This program was updated in 2008 to address a range of fair housing concerns related to the existing housing stock, including access for persons with disabilities or special needs, providing greater access to equal housing opportunity.</p>
Program 4	Housing Opportunities for Residents with Special Needs	
Program 5	Equal Housing Opportunity	

5.2 Goals and Policies

GOAL H-1:

Ensure that all housing units are maintained in decent, safe, and sanitary condition.

POLICY H-1.1: Continue to enforce all relevant building and zoning codes to ensure that all residential units are adequately maintained.

POLICY H-1.2: Require any new or residential units undergoing a major alteration to be equipped with air filtration systems (such as HVAC systems) and sound insulation (such as dual-paned windows) to protect residents from exposure to adverse environmental conditions.

POLICY H-1.3: Mitigate any residential displacement impacts occurring as a result of residential demolition.

GOAL H-2:

Maintain all existing dwelling units within the City.

POLICY H-2.1: Provide for the retention of existing residential units in the City that are economically and physically sound.

POLICY H-2.2: Continue to accommodate the needs of disabled residents through the adopted reasonable accommodation procedure.

GOAL H-3:

Create opportunities for the development of new housing in areas of the City that have the least potential for adverse impacts associated with established industrial uses and truck routes. Locate such new housing nearby community services.

POLICY H-3.1: Implement the Housing Overlay Zone via the Zoning Ordinance and Zoning map to allow for a limited amount of new housing construction.

POLICY H-3.2: Strategically locate sites for new housing so as to minimize noise, vibration, smoke, noxious gases, glare, heat, dust, odors, air pollution, and other adverse impacts associated with industrial uses, slaughtering and rendering uses, businesses that

release toxic materials, and trucking and railroad facilities and routes.

POLICY H-3.3: Encourage development of residential uses in strategic proximity to schools, recreational facilities, commercial areas, parks and other public spaces, and transit routes.

GOAL H-4:

Continue to promote the availability of a range in existing unit types and sizes, and equal housing opportunity in the City's housing market on the basis of age, race, sex, marital status, ethnic background, source of income, homelessness, physical disabilities, and other factors.

POLICY H-4.1: Prohibit discrimination in the availability of existing and new housing.

POLICY H-4.2: Address the housing needs of special populations and extremely low-income households through emergency shelters, transitional housing, supportive housing, and single-room occupancy units.

5.3 Programs

As discussed in this Element, the Vernon City Council has adopted several good governance reform measures, including a commitment to at least double the housing stock within the City. Residential development is will be permitted at strategic locations in Vernon. SCAG adopted a future housing need of two units in Vernon as part of the 2014-2021 Regional Housing Needs Assessment, recognizing that although incompatibility of locating housing in such a heavy industrial environment may not be appropriate, there may be certain areas in Vernon where housing may be suitable. As such, programs to increase the City's housing stock are included below. As indicated in the goals and policies, the primary goals of the Housing Element is to ensure the maintenance of the City's existing housing stock and to allow for limited new housing opportunities. The following programs will implement these goals.

Program 1: Maintenance of City-Owned Residences

The City owns 26 of the total 31 housing units in Vernon, all of which are rented. The City is responsible for the maintenance and upkeep of these units. As indicated in Section 2.0, Housing Needs Assessment, of this Housing Element, all of the City-owned units

were determined to be in good repair. In addition, in recent years the City initiated an extensive project on all City-owned units to ensure the continued longevity of existing units. In 2007, the City renovated 12 units, and an additional 14 units were renovated between 2008 and 2011. Since 2007, all 26 units have undergone renovations. The City will continue to provide maintenance to these units, thus ensuring upkeep for the majority of Vernon's housing stock.

Responsible Agency: Department of Community Services

Project Funding: Departmental Budget

Timeframe: Ongoing as needed.

Program 2: Code Enforcement

Of the five non-City owned units located in Vernon, none was determined by the City to be in need of substantial rehabilitation. Due to the limited number of privately owned units in the City, a code enforcement program would have limited application. However, it is nonetheless imperative that residential units be adequately maintained for health, safety, and aesthetic concerns. Community Services staff is active in the community and will enforce the City's code to eliminate and prevent unsafe conditions in residential units. Community Services staff responds quickly to code enforcement complaints in Vernon. Community Services staff is active in the community and will actively monitor all residential units in the City to ensure the health and safety of City residents. Staff will respond to reports of code violations within the week that they are reported, and enforce applicable laws to ensure the safety and preservation of all housing units within the City.

Responsible Agency: Department of Community Services

Project Funding: Departmental Budget

Timeframe: Ongoing

Program 3: Preservation of Assisted Housing

State law (Chapter 1451, Statutes of 1989) requires the City to identify, analyze and propose programs within the Housing Element to address the potential conversion of all federal, State and locally assisted housing developments eligible to change to non-low-income use during the next ten-year period (2008-2018).

Government Code Section 65583(8) defines assisted housing developments as the following: "multi-family rental housing that

receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multi-family revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. Assisted housing developments shall also include multi-family rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65915-65917.”

Vernon has no assisted housing in its jurisdiction, as confirmed by City and State HCD staff, and through review of “Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion” (California Housing Partnership Corporation), and the “Use of Housing Revenue Bond Proceeds - 1994” (California Debt Advisory Commission). As a result, there is no housing at risk of losing its subsidized status that must be considered in the Housing Element.

Responsible Agency: Department of Community Services
Project Funding: Departmental Budget
Timeframe: Ongoing

Program 4: Housing Opportunities for Residents with Special Needs

The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. The City has adopted procedures in their Zoning Ordinance for housing for persons with disabilities and will provide information to residents through the City’s website.

Responsible Agency: Department of Community Services
Project Funding: Departmental Budget
Timeframe: Ongoing

Program 5: Priority Water and Sewer Services

In accordance with Government Code Section 65589.7, after the Vernon Housing Element is adopted by City Council, a copy will be immediately delivered to all public agencies or private entities that provide water or sewer services to properties within Vernon.

Responsible Agency: Department of Community Services
Project Funding: Departmental Budget
Timeframe: 2013

Program 6: Provision of Adequate Sites

The Land Use Element Housing Overlay policy allows up to 60 residential dwelling units citywide, which is more than adequate to meet RHNA objectives for all income levels (two units). According to the sites inventory capacity analysis, the 2.1-acre housing site (Site A) located at 4675 52nd Drive is estimated to accommodate up to 49 units. The 0.5-acre housing site (Site B) located at 4675 52nd Drive can accommodate up to 12 units. Adequate zoning is in place for Site A, via the Housing Overlay. Site B may be considered as a potential housing site in the future. Together, these two sites can accommodate the total dwelling units identified under the Housing Overlay policy, not to exceed 60 units.

As described on pages 37-38, the Housing Overlay allows residential uses with approval of a Development Agreement. This permitting process is applied to all residential applications and is considered necessary given Vernon's unique industrial character. Through a Development Agreement that City can assure that measures will be in place to create the best possible housing solutions. The Development Agreement must at a minimum ensure that adequate emergency access is provided, that the development includes suitable open space amenities, and parking be provided to meet the anticipated needs of residents.

On the two sites where the Housing Overlay applies, Zoning Ordinance regulations will allow for densities of up to 30 units per acre. The overlay exclusively allows for residential uses (no mixed use). Given the size of the largest site, at least 16 units can be constructed, per Section 65583.2(h) and (i) of the Government Code. The Housing Overlay is being adopted in conjunction with adoption of the Housing Element.

The site on 52nd Street is to be developed with units all affordable to lower-income households, with the developer seeking Low Income Housing Tax Credit funding. In the event this development project does not move forward, the City will continue to seek a developer who can provide similar housing. While no density bonus has been deemed necessary to incentivize development of affordable housing, the City recognizes that developers can request a density bonus pursuant to State law. Because land use policy will not allow for additional housing development beyond the two sites identified in this element and given that densities are sufficient to encourage affordable housing

projects, the City does not see the need to adopt specific regulations for density bonuses. Thus, the City Zoning Ordinance will be amended simply to reference State law.

With regard to housing persons in need of emergency shelter, in conjunction with adoption of the Housing Element the City has adopted Zoning Ordinance to establish an Emergency Housing overlay zone. This zone, applied to a large property in the northwest portion of Vernon, allows emergency shelters by right (see Figure H-5). The property is over five acres in size and can accommodate one or more shelters. Like all other properties in Vernon, the site is surrounded by industrial uses. However, this particular site is easily accessible from transit routes along Santa Fe Avenue and Alameda Street. The site is currently vacant and owned by the Alameda Corridor Transportation Agency.

Responsible Agency: Department of Community Services

Project Funding: Departmental Budget

Timeframe: Development of housing to accommodate the RHNA by 2015; amend Zoning Ordinance by May 2013 to include reference to State law regarding density bonus provisions; immediate availability of Emergency Housing Overlay site for any application for such use.

Program 7: Equal Housing Opportunity

The Vernon City Clerk's Department is responsible for referring equal housing opportunity questions. Any questions or concerns raised by residents will be accepted by the City Clerk and brought before City Council for resolution. In order to disseminate information on fair housing resources more broadly, the City will place a link on the City's website that refers to the Housing Rights Center Frequently Asked Questions webpage on housing discrimination.

Also, persons in need of transitional and supportive housing can readily be accommodated within any housing development proposed in the Housing Overlay zone. In conjunction with adoption of this Housing Element, the City has amended the Zoning Ordinance to define transitional and supportive housing as a standard residential uses of property permitted within the Housing Overlay zone. Any proposal for such housing is subject to the same permitting requirements (approval of a Development Agreement to define the site plan and development parameters) as any other type of housing.

Responsible Agency: Department of Community Services;
City Clerk

Project Funding: Departmental Budget

Timeframe: June 2013

5.3 Redevelopment Agency Dissolution

On December 29, 2011 the California Supreme Court issued a ruling upholding AB 1X 26, legislation that called for the elimination of hundreds of local redevelopment agencies in the state, including the Redevelopment Agency for the City of Vernon.

The City of Vernon elected to become the Successor Agency of the former Vernon Redevelopment Agency and established an Oversight Board. As the Successor Agency, the Oversight Board oversees certain fiscal management of former Agency fund. This includes carrying out existing projects that are in various stages of development.

The City was not required to set aside 20 percent of the tax increate collected in the Industrial Redevelopment Project Area to be used by the Agency to increase the City's supply of affordable housing, because it determined that were was no housing need in the City. Therefore, there are no existing housing set-aside funds for the Industrial Redevelopment Project Area.

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VERNON GENERAL PLAN

SAFETY ELEMENT



SAFETY ELEMENT

1.0 PURPOSE AND FOCUS

1.1 Purpose

The Safety Element identifies the natural and man-made hazards which affect public safety in the City, and establishes policies the City will pursue to minimize associated risks to life and property. Because these hazards can have significant economic consequences, identifying, understanding, and guarding against these hazards greatly benefits those who own property, work, and live in Vernon.

1.2 Focus

Several different types of events could create critical situations affecting public safety in Vernon. Generally, public safety risks can be divided into two categories: environmental events and events arising from human actions. In Vernon, environmental events include earthquakes and flooding. Human-caused hazards such as chemical spills, hazardous materials release, and train, truck or plane accidents have greater potential to cause upset in Vernon given its industrial

nature. Increasingly in all cities in the nation, the threat of terrorist activity represents a new public safety concern requiring special treatment. This Element addresses each of these potential safety risks and discusses how the City will respond to each. Also addressed are evacuation routes necessary to move people away from hazardous conditions.

Vernon Fire Station #3



2.0 IDENTIFYING AND GUARDING AGAINST HAZARDS

Four natural hazards of particular importance that could affect Vernon are identified in the Natural Hazard Mitigation Plan. Earthquakes represent a significant threat, with the associated strong ground shaking and possibility of liquefaction in some areas. Flooding is a concern as well, with Los Angeles River as the major source. Unusual rainfall amounts may also cause flooding if storm drain facilities are inadequate to accommodate the resulting high volume of runoff. Inundation from dam failure is a remote possibility but must nevertheless be addressed. The fourth natural hazard is a significant windstorm event. Southern California is occasionally raked by moderate to severe wind events called “Santa Ana winds” that blow hot, dry air into the Los Angeles Basin from the desert. These winds tend to be most severe downwind of mountain passes, but can affect the urban flatlands as well. Wind speeds of up to 65 miles per hour are not uncommon, and local gusts may substantially exceed these speeds.

Since Vernon and its surrounding areas are completely urbanized, with little natural vegetation, there is almost no risk of damage from wildfires. Urban fire protection is discussed in Section 2.2 of this Element.

Human-caused hazards include the risk of explosion or leaks from stored chemical and petroleum products, or from derailment or collision of railcars or trucks carrying hazardous chemical or materials. Chemical spills are also a concern because of the industrial nature of the uses in Vernon. Fire hazards are prevalent due to the nature of the industrial uses and intensely developed character of properties. A fire during a windstorm, which combines both a natural and a human-caused hazard, can represent a serious threat to public safety.

Some events are particularly difficult to anticipate and prepare a programmed response for. Since the 9/11 attack on New York's World Trade Center, the threat of terrorist activity has been of major concern to the nation and the world. As with both natural and human-caused hazards, a terrorist event could occur outside Vernon yet directly impact the City. Programs to deal with such an event require a cooperative approach with regional agencies.

Activities such as a labor strike or other demonstration usually present a low risk to public safety, but public safety personnel must plan for responses to these situations to maintain public order.



**Railcars carrying
materials through
Vernon**

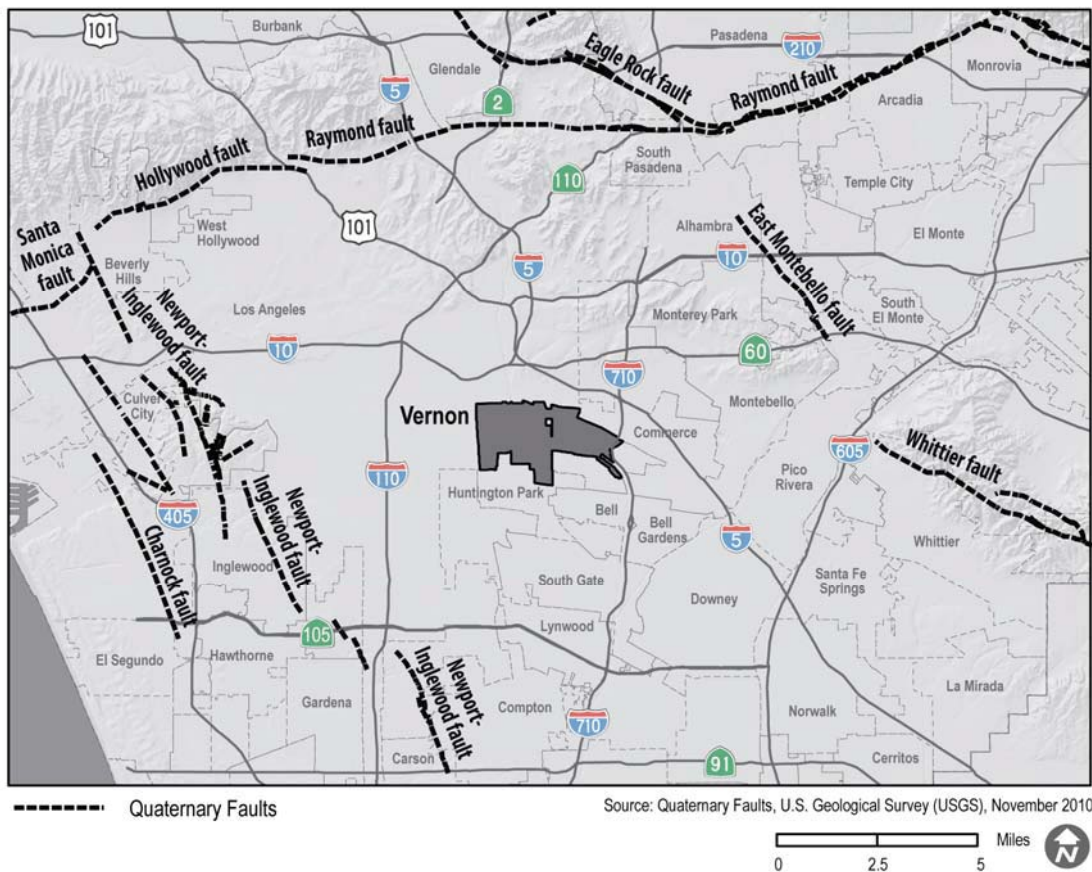
The City's Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP) discusses and contains programs and plans for emergency responses to the safety concerns described above. This document includes pre-emergency preparedness plans and programs for mutual aid between organizations for virtually any emergency situation.

2.1 Natural Hazards

Seismic Event

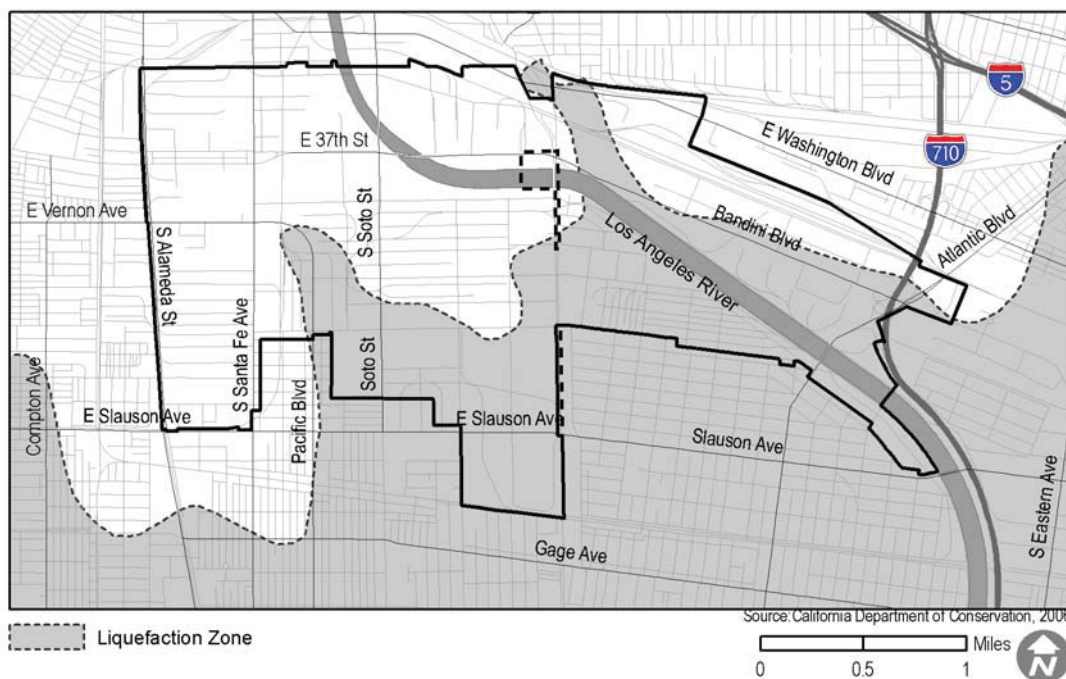
Southern California is one of the most seismically active regions of the United States, given its location at the edge of the Pacific Plate. Although no major faults have been identified by Alquist-Priolo statewide mapping efforts as crossing through Vernon, the many fault systems that traverse Los Angeles County and the broader region, along with unmapped blind thrusts, have the potential to cause damage in the City in the event of an earthquake. Figure S-1 identifies regional fault systems, including major faults within 20 miles of the City. Severe ground shaking can cause damage to buildings with corresponding threats of injury or loss of life.

Figure S-1: Regional Faults



A secondary effect of ground shaking is soil liquefaction, which can result in building instability or failure. This is not considered a serious threat in Vernon, but some areas of the City could be affected (see Figure S-2). Liquefaction can occur when loose, unconsolidated, water-laden soils lose their structure during strong ground shaking. These hazards can be mitigated at the development stage through the removal and re-compaction of suspect soils. Vernon's standard practice of requiring engineering studies for new development projects reduces the risk of liquefaction hazards in those susceptible areas identified on Figure S-2.

Figure S-2: Liquefaction Zone



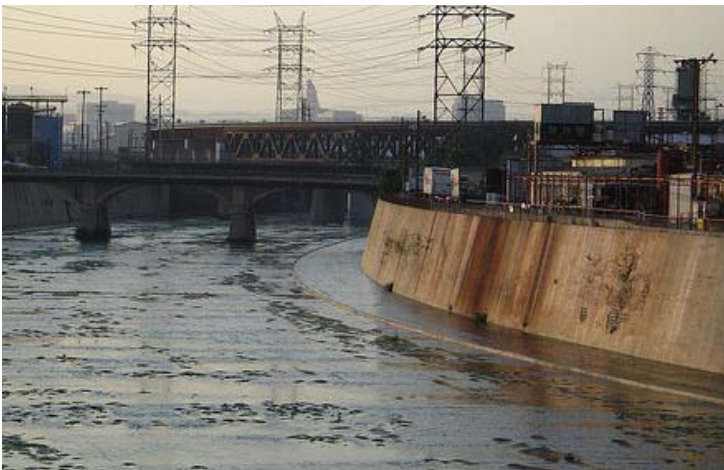
In addition to damage to buildings, earthquakes often result in damage to public and private infrastructure. Ruptured gas or oil lines may result in explosions or leaks, and facilities storing chemicals or flammable materials may also be damaged causing leaks or explosion. Water lines, sewer lines, and reservoirs can also be damaged. Electrical facilities, particularly transformer and power lines, are susceptible to damage resulting in a possible injury or loss of life as well as a power loss.

To reduce the scope of damage in the event of an earthquake, Vernon will continue to require new construction to meet mandated seismic safety codes. Retrofit of older structures will continue pursuant to Municipal Code requirements, and

the City will continue ongoing efforts to upgrade infrastructure pursuant to the Capital Improvement Plan. In addition, the programs the City has in place to guard against hazardous materials spills and releases also help to protect these materials from being released during ground-shaking hazards. Through both preventative measures and strong, organized emergency response, Vernon will continue to take steps to minimize risks associated with earthquakes.

Flooding

Although the Los Angeles River flows through Vernon for a distance longer than three miles and would frequently overflow its banks under historic natural conditions, the river was contained within a concrete-lined flood control channel early in the twentieth century, substantially reducing the potential for overflowing of the river banks or overtopping of the dams that could cause flooding of adjacent areas. In the rainy season of 2004-2005, the Los Angeles area received the second highest rainfall ever recorded, approximately three times the normal amount, yet the river channel proved adequate to accommodate this flow.



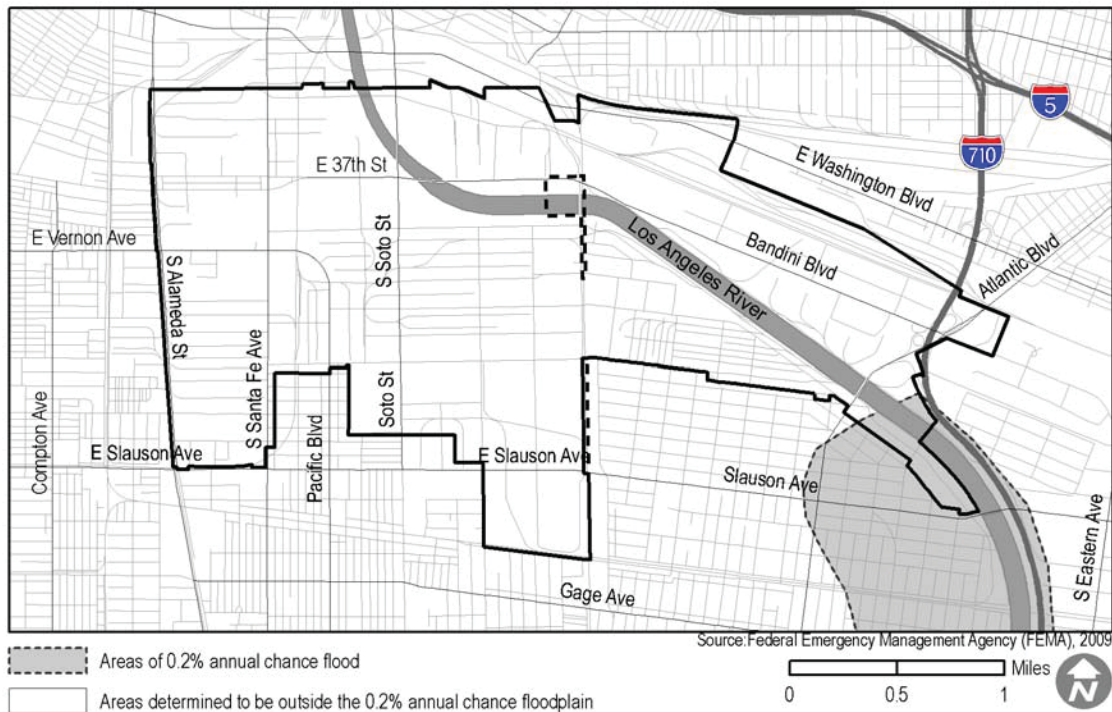
Los Angeles River

In the past, localized flooding has occurred during heavy rainstorms. However, storm drain improvements have substantially reduced this problem.

Flood hazards related to storm events generally are described in terms of a 100-year or 500-year flood. A 100-year flood is defined as a major flood event that has a one percent or greater chance of occurring during any one year.

Flood hazard planning practices address such storms, as well as 500-year events. These floods are considered severe; however, these floods can be reasonably predicted and therefore reasonably mitigated. With the flood control system of the Los Angeles River in place, the Federal Emergency Management Agency does not identify any 100-year floodplain areas in the City of Vernon. FEMA maps identify a small portion of southeast Vernon within the 500-year flood zone (Figure S-3). The existing flood control system appears to be adequate to serve the City's needs.

Figure S-3: FEMA Flood Hazard Zones



Dam Inundation

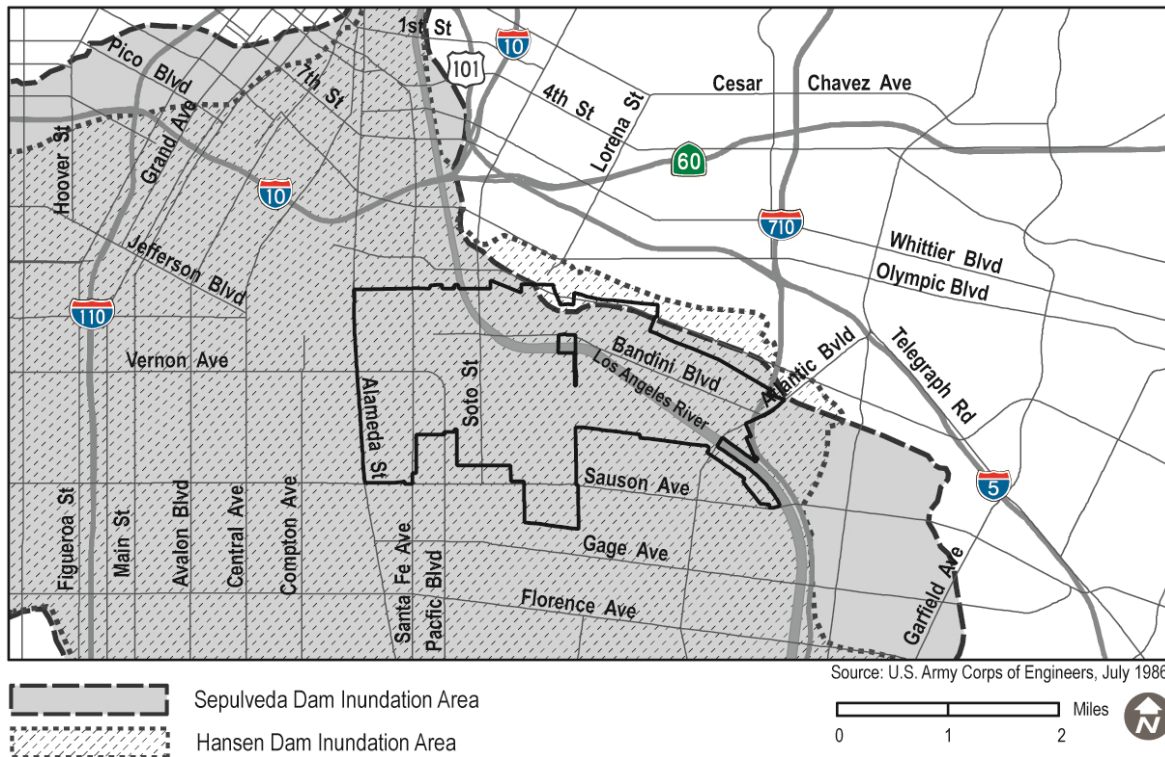
Dam inundation occurs when structural damage to a dam results in a flood. Dam failure can occur due to an earthquake, erosion, design flaw, or water overflow during storms. Dam inundation maps represent the best estimate of where water would flow in if a dam with a full reservoir suddenly failed completely. Figure S-4 shows areas that would be affected in the event of dam failure.

Nearly all of the land in Vernon lies within the potential inundation areas for both Hansen Dam and Sepulveda Dam, which are located in separate areas of the San Fernando Valley, more than 20 miles northwest of the City. In the unlikely event that a catastrophic earthquake causes the collapse of either of these dams, water and debris would flow to and then generally along the Los Angeles River in a fairly narrow stream before spreading out over a swath of the coastal plain several miles wide, including Vernon.

The official map from the U.S. Army Corps of Engineers predicts that the flow from Sepulveda Dam, 24 miles away from Vernon, would take more than eight hours to reach the City. Flow from Hansen Dam, also 24 miles away, is predicted to take more than 19 hours to reach Vernon. The flow from either dam would probably peak at a depth of 2 feet in the

vicinity of Vernon. The expected long delay between dam breach and the arrival of the flow should give ample time for emergency services to respond, as outlined in the City's SEMS Multi-Hazard Functional Plan (MHFP).

Figure S-4: Dam Inundation Areas



Windstorms

Windstorms present a potential hazard through their ability to damage buildings and public facilities such as street traffic control lights and public signs. In addition to the damage to buildings, the most significant threat to public safety is from flying debris. While this problem is not usually as severe as that experienced in hurricanes or tornados, maintaining public awareness of the hazard is important.

Regionally, the hot, dry Santa Ana winds can create severe brushfire dangers, but this is not a particularly severe problem in Vernon, as there is little vegetation.

2.2 Human-caused Hazards

Risk of Explosion and Hazardous Materials Spills

Many varied materials of an explosive or hazardous nature are stored and used by many businesses in Vernon. Because of the industrial nature of the City, the geographic scope is citywide. In addition, the presence of major rail lines and transfer yards, together with the Long Beach Freeway (I-710) and Alameda Corridor, which carry high volumes of truck and train traffic to and from the ports, pose real threats in the event of a spill.

To address local storage issues, the City Environmental Health Department maintains a complete inventory of the locations where hazardous materials are stored and used. A detailed response program defines the actions to be taken by the Fire Department and Environmental Health Department in the event of a problem involving a spill or explosion. This program focuses on the evacuation of persons, as well as containment and cleanup.



**Hazardous Materials
Emergency Response operate
the Spartan Super Vac
Hazardous Materials Unit**

With regard to terrorism concerns, possible targets in Vernon include the major rail yards, power generation facilities, and any business with significant volumes of hazardous materials. Federal agencies are responsible for safe-guarding transportation facilities, and Vernon will cooperate with these agencies in these efforts. With regard to protection of local businesses, routine patrol activities of the Police Department and heightened training and vigilance are undertaken in order to address these concerns. The City will provide Police personnel with appropriate training to minimize such threats.

Fire Department

The Vernon Fire Department is rated as Class I by Insurance Services Office, Inc., one of only ten cities in California and 35 nationwide to earn this distinction. The Department provides a variety of emergency services, including fire protection, emergency medical services, urban search and rescue, and hazardous materials control.

Staff at each of Vernon's four fire stations is fully trained for fighting fires. Each station is equipped with three to six response vehicles, but also has its own specialization. Fire Station 1 at 3375 Fruitland Avenue serves both as Fire Department headquarters and training center. The personnel at Fire Station 2, rebuilt in 2007 at 4301 Santa Fe Avenue, adjacent to City Hall, are all trained as hazardous materials specialists. Paramedics trained in advanced life support at Fire Station 3, at 2800 Soto Street, respond to all emergency situations, and this station is also home to a squad trained in all manners of urban search and rescue techniques. Despite being in a completely urbanized area, Fire Station 4 sends specialized personnel to respond to wildfires through the statewide mutual aid system.

3.0 GOALS AND POLICIES

Vernon has fewer than 200 permanent residents, but the employment population approaches 45,000 during a typical 24-hour period. Police, fire, and paramedic facilities and personnel must be adequate to provide services to this larger community of workers. Public safety personnel must be prepared to handle potential emergency situations of all kinds: hazardous materials spills, explosions, earthquakes, and train accidents. Additionally, as an industrial city, Vernon must be prepared for the possibility of labor issues such as strikes disrupting the City and requiring responses from public safety personnel.

GOAL S-1

Minimize the risk to public health, safety, and welfare associated with the presence of natural and human-caused hazards.

POLICY S-1.1: Periodically update and maintain the Multi-hazard Functional Plan in an effort to identify potential contingencies and emergency

conditions and define the necessary response by public safety and other personnel.

POLICY S-1.2: Cooperate with other jurisdictions in the southeast area of Los Angeles County to maintain an up-to-date emergency response system for the region.

POLICY S-1.3: Prepare and disseminate information to residents and businesses on preparing for and responding to a major earthquake or potential terrorist threat.

POLICY S-1.4: Maintain the public water distribution and supply system facilities to provide adequate capacity to meet both everyday and emergency fire-flow needs.

POLICY S-1.5: Coordinate with the Los Angeles Unified School District for protection and or evacuation of school children in the event of an emergency condition, which could affect the schools in or near Vernon.

GOAL S-2

Provide a high degree of protection for all residents and workers from hazardous materials and the hazards associated with transport of such materials.

POLICY S-2.1: Continue to support and encourage State efforts to identify existing or previously existing hazardous waste generators or disposal sites in the City of Vernon.

POLICY S-2.2: Continue to require every business to maintain a list of the chemicals and other hazardous materials used or stored on site in accordance with appropriate material safety data sheets and otherwise in accordance with law, and to provide that list to the Fire Department and Environmental Health Department. Require that the Fire Department and Environmental Health Department to maintain a list of such materials and the location where they are stored or used to permit emergency personnel to respond appropriately, if required.

POLICY S-2.3: Permit new residential uses only within the Housing Overlay District. Strategically identify sites for new housing in areas determined to be most compatible for housing with limited hazard impacts.

GOAL S-3

Maintain high standards for the provision of City emergency services.

POLICY S-3.1: Establish and implement plans for continuity of government for Vernon in the event of a catastrophe.

POLICY S-3.2: Require businesses handling, transporting, or producing materials considered acutely hazardous to prepare contingency plans for accidents involving these chemicals.

POLICY S-3.3: Support the development and continued updating of public safety education programs.

POLICY S-3.4: Undertake steps to inform all residents and businesses of the importance of visible and clearly legible signs and street numbers in shortening the response time of emergency personnel.

POLICY S-3.5: Periodically review the City's emergency service equipment to determine if it is adequate to meet the needs of changing land uses and development types.

POLICY S-3.6: Require new development projects that necessitate the purchase of public safety equipment to underwrite or share in purchase costs.

POLICY S-3.7: Develop a new Emergency Operations Center (EOC) with adequate space and facilities to respond to any emergency situation which may arise.

POLICY S-3.8: Continue to support the Vernon Fire Department in its effort to maintain its high rating.

GOAL S-4

Provide a high degree of protection for all workers and residents in the event of any disaster.

POLICY S-4.1: Review the risks related to a possible train derailment or collision, and develop appropriate response programs.

POLICY S-4.2: Review the design of new development projects to consider public safety and issues such as emergency access, defensible space, and overall safety.

POLICY S-4.3: Design and maintain an effective plan for the prompt evacuation of the City in the event of a dam inundation or other major disaster requiring the removal of workers or residents from Vernon.

POLICY S-4.4: Identify facilities for use as emergency/disaster shelters for those unable to leave or required to stay within the City in the event of a major disaster or emergency event.

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VERNON GENERAL PLAN

RESOURCES ELEMENT



RESOURCES ELEMENT

1.0 PURPOSE AND FOCUS

1.1 Purpose

As a fully developed city, Vernon has few remaining natural resources in the conventional sense of undeveloped land, native vegetation, and wildlife habitat. The two natural resources that are present and important are groundwater and the air. Both have been affected by urban development, but both sustain development in the City and represent critical regional resources. Vernon's groundwater serves as a portion of the City's water supply. Clean air, of course, provides a healthier environment and may help minimize some aspects of global warming.

The open spaces that exist in Vernon are limited to privately owned landscaping around buildings, utility easements, rail yards, and the Los Angeles River.

Given the industrial nature of Vernon, expanses of open space are not needed for recreational purposes. However, open space does provide visual relief from hard urban surfaces.

This Element establishes City policies intended to best manage the limited available natural resources in Vernon and to encourage continued participation in broader efforts to protect the environment from harmful human activities.

1.2 Focus

This Resources Element combines two elements required by the California Government Code—the Conservation Element and the Open Space Element—and focuses on the protection and preservation of resources within the City. In addition to groundwater and air resources, additional resource issues addressed are local open space, historic/cultural resources, and the national issue of energy use.

2.0 IDENTIFYING AND PROTECTING LOCAL RESOURCES

2.1 Water Quality and Supply

Potable water resources in Vernon are limited to the groundwater basins that underlie the City (and surrounding lands) and recycled water. Local groundwater is contained within the Los Angeles River and Gaspar aquifers, which supply a significant portion of the water used by businesses in Vernon. Because these basins extend beneath surrounding jurisdictions, activities both in Vernon and other cities affect the quantity and quality of groundwater. Potential contamination and depletion of the underground basins have been historic concerns, and conditions are continuously monitored to guard against possible interruption of supply.

Water quality standards established by federal and State agencies and requirements for water quality monitoring protect industrial users from contamination and ensure safe drinking water supplies. In particular, National Pollution Discharge Elimination Systems (NPDES) requirements enforced by the State Regional Water Quality Control Board require the control and clean up of surface runoff prior to its discharge into storm drain systems and ultimately, into groundwater basins or surface waters. State agencies continue to press for percolation as a means of reclaiming stormwater runoff, both as a mechanism to replenish aquifers and to allow for continued natural cleaning processes. Given Vernon's built-out condition and the severe lack of open space, clean-up and recharge via percolation proves difficult.

As described in the Circulation and Infrastructure Element, three water agencies supply water within Vernon (see Figure CI-3). Most of the geographical area of Vernon is supplied by the City's Water Department. The California Water Service Company (Cal Water), East Los Angeles District, Commerce System serves some of the northeast portion of Vernon, and a small portion of southeast Vernon is serviced by Maywood Mutual Water Company Number 3.

Many of the food processing and other industries common in Vernon are water-intensive uses. Analysis of water resources for the City of Vernon Water Department, including supply sources, is contained in the *2010 Urban Water Management Plan* (which is periodically updated). In 2005, water use in Vernon's service area was approximately 12,000 acre-feet per year (AFY).¹ By 2010, water use had decreased to approximately 9,000 AFY. Of that, approximately 84 percent of the water supply was obtained from groundwater sources. Less than eight percent was purchased from the Central Basin Municipal Water District (CBMWD), and slightly more than eight percent came from recycled water supplies.

As reported in the City's *2010 Urban Water Management Plan*, water demand in 2025 is projected to increase to approximately 13,800 AFY (which assumed construction of a new power plant). As stated in the plan, Vernon's infrastructure is designed to meet a high level of demand from the commercial and industrial sectors; associated water demand may shift over time depending on current businesses and industrial practices. By planning for this high level of demand, sufficient flexibility is provided over the long term to maintain the City's business plan.

Water conservation programs are in place, and internal water recycling by specific businesses helps reduce overall demand. Because Vernon is built out, new businesses will simply replace those that exist today, and water consumption over time normally would not be expected to increase significantly.

By 2035, water supply is anticipated to increase substantially (by approximately 145 percent) due largely to the increase in supply from recycled water sources. The number of acre-feet produced from the City Water Department's wells is not

¹ An acre-foot of water equals 325,851 gallons, or about the amount of water a family of four consumes in a year.

expected to substantially increase, and the amount purchased from CBMWD is expected to approximately double. By 2035, Vernon's water supply profile is projected to be 37 percent from groundwater, 10 percent from CBMWD, and 53 percent from recycled sources. The majority of any new demand will be served through the use of recycled water, indicating the City's commitment to conservation of its water resources, good water management practices, and sustainability of resources.

Parts of northeastern Vernon are within California Water Service Company's (Cal Water's) District. Since the area is completely urbanized, annual growth is very slow; since 1980 the amount of water used in the service area has never increased by more than 0.5 percent from year to year.

Only 30 of Maywood Mutual Water Company #3's 2,000 service connections are in the City of Vernon; the rest are in the Cities of Maywood and Bell. In 2006, Vernon's connections totaled 34.5 acre-feet of water usage. Early in 2007 a new Matheson Tri-Gas plant opened in this area, which had been projected to add 150 annual acre-feet of usage, but has instead shown to only use water commensurate with a 30 acre-feet per year increase in water usage.

Maywood Mutual #3 currently derives all of its water supplies from its own groundwater wells. Its three wells are capable of producing approximately 4,500 acre-feet per year, and have historically produced between 1,400 and 1,750 acre-feet per year. Agreements are in place with the Metropolitan Water District that would allow Maywood Mutual #3 to purchase 2,500 acre-feet of water per year if necessary, for a total possible supply of 7,000 acre-feet per year. This would be more than four times the current usage within Maywood Mutual #3's service area. Maywood Mutual #3 reports that groundwater production is adequate for current and any foreseen future demand.

2.2 Air Quality

The quality of the air in Southern California is determined by many regional factors: prevailing winds, persistent inversion conditions, the commute habits of 10 million-plus people within the air basin, and the presence of major ports and industry. Vernon lies within the South Coast Air Basin, a geographic area that extends from the Pacific Ocean to the San Gabriel Mountains, and from the Ventura County boundary

east to the San Bernardino and San Jacinto Mountains. The air basin is a non-attainment area for federal and State air quality standards for ozone, particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), and lead. The basin is a non-attainment area for State standards with regard to nitrogen dioxide (NO₂). The South Coast Air Quality Management District (SCAQMD) regulates air quality improvement programs within the basin and works to improve regional air quality to achieve federal and State standards.

At the local level, emissions from stationary sources (industry, power plants, etc.) and from vehicles discharge chemicals and particulate matter into the air, and these emissions are further transformed in the atmosphere by photochemical action into ozone and other health-threatening pollutants. As heavy industry is prevalent in Vernon, most local businesses are heavily regulated by SCAQMD. Emissions from trucks, cars, and trains are regulated by State and federal agencies, meaning the Vernon City Council and City staff have little ability to affect those factors that most significantly contribute to regional air quality conditions.

However, the City recognizes its responsibility to participate in regional efforts to continue to improve air quality. City programs in this regard include City purchase and use of alternative fuel vehicles and fuel-efficient vehicles. In 2006, about 3.5 percent of the vehicles owned by the City used alternative fuels. As the City replaces its fleet of vehicles, consideration and priority will be given to the purchase of more vehicles using hybrid or electric engines or other emerging technologies that replace fossil fuels.

Because motor vehicles represent a significant source of pollutant emissions, one key approach to reducing emissions is to reduce vehicle miles traveled. In 2006, businesses in Vernon employed 44,225 workers locally. Many employers have large workforces, offering opportunities for carpooling and other ride-sharing arrangements. Also, many Metro bus lines serve the City, and Blue Line light rail has stops that readily serve Vernon businesses (provided one is willing to walk or take bus connections from the train stations). The City is in a position to encourage transit use and ride sharing by serving as an information hub and clearinghouse for local businesses. Reducing the volume of cars on local streets can help reduce regional emissions and allow Vernon to contribute to regional air quality improvements.

2.3 Global Warming

In 2006, the California Legislature adopted AB 32, the Global Warming Solutions Act of 2006, to address concerns regarding the potential impact of climate change on the State's economy and the environment. The legislation requires the California Air Resources Board to determine the level of greenhouse gases produced in 1990 and outline strategies to ensure that the level of emissions in 2020 do not exceed the 1990 level. The overall goal is to establish a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gas emissions. Specifically, AB 32 (as codified in the California Health and Safety Code) requires the California Air Resources Board to:

- Establish a statewide greenhouse gas emissions cap for 2020, based on 1990 emissions
- Adopt mandatory reporting rules for significant sources of greenhouse gases
- Adopt a plan indicating how emission reductions will be achieved from significant greenhouse gas sources via regulations, market mechanisms, and other actions
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas, including provisions for using both market mechanisms and alternative compliance mechanisms

SB 375, passed into law in 2008, has the goal of fostering development patterns—and more compact patterns in particular—that reduce the need to drive, thereby reducing air pollution from car exhaust, conserving water, and protecting habitat, among other benefits. This law is designed to align regional land use, housing, and transportation plans with greenhouse gas reduction targets.

In Vernon, emissions are regulated by the Southern California Air Quality District, as well as State and federal agencies. The agencies have imposed regulations to reduce emissions from both stationary and vehicular sources. These actions have led to a substantial improvement in air quality in the Southern California air basin and presumably have had a concurrent effect on greenhouse gas emissions. Further reductions are

anticipated as new requirements are imposed by current legislation and regulations.

The City of Vernon is a built out city, and the General Plan does not provide for any substantive increase in either square footage in industrial development or substantive increases in employment (see Table LU-1 in the Land Use Element). Future residential development is limited pursuant to the Land Use Element. This limited residential development will provide a new housing opportunity for local workers to live near places of employment in Vernon, furthering SB 375 goals. Given the limited changes anticipated as part of this General Plan, the issue of increased emissions resulting from growth is not a significant concern.

2.4 Energy Supplies

Industrial businesses in Vernon require reliable energy supplies for industrial processes and refrigeration. In 1932, the citizens of Vernon supported a bond measure that authorized the City to construct a power plant. This enabled the City to build its own electric power generating plant—to meet the needs of this “exclusively industrial city”. Since then, the City has been able to provide reliable and comparatively low-cost electric power to its customers. In 2005, the City completed construction of the Malburg Generating Station, a new natural-gas-powered power plant that provides electricity to many businesses in Vernon.

The City recognizes that energy conservation benefits consumers in the form of lower energy costs. Conservation also reduces the need for construction of costly new energy production facilities. Finally, conservation helps efforts to improve regional air quality by reducing pollutant emissions from older power generation plants in Southern California. Vernon. The City is committed to working with local businesses to help them be energy efficient and help keep rates low.

2.5 Open Space

The major open space resources in Vernon consist of the Los Angeles River Channel and utility easements. No riparian habitat exists, as the Los Angeles River channel is concrete lined along this portion of the river. Given the City’s industrial character, Vernon does not contain and does not have a need for public parks. Private open spaces on industrial properties

are limited as well, as most buildings are built to the sidewalk line, leaving limited area for on-site landscaping. Over time, requirements for site-specific runoff control may result in property owners devoting portions of setback or parking areas to green space.

Additional green space may also be added through the middle of Vernon if plans progress for the “re-greening” of the Los Angeles River. The Los Angeles River Master Plan, adopted by the Los Angeles County Board of Supervisors in 1996, calls for a greenway along the bank, a trail and murals along the west levee, an interpretive exhibit near the Bandini Avenue crossing, and a passive park area near Atlantic Avenue. As of 2007, no funding source or preliminary plan for creation of additional open space within the City of Vernon currently exists.

2.6 Cultural Resources

In 1847, the Mexican militia fought U.S. troops under the command of U.S. Army General Stephen Watts Kearny and U.S. Navy Captain Robert F. Stockton along the San Gabriel River. The battle of La Mesa, in present-day Vernon, occurred on January 9, 1847 and ended with the Mexicans overwhelmed by a strong American advance. On January 10, Mexican leaders surrendered peacefully to the Americans, who promptly occupied the city of Los Angeles.

Between 1847 and the early years of the twentieth century, the lands that now comprise Vernon were dedicated largely to agriculture, with John B. Leonis representing one of the key ranchers/landholders in the area. Vernon incorporated in 1905 as an “exclusively industrial” city and was named after a dirt road, Vernon Avenue, crossing its center. In the following years, many diverse industries established major facilities in the City, taking advantage of the rail access and, with the construction in 1932 of a City-owned power plant, low-cost electricity.

The industrial buildings that house these diverse industries well serve their industrial functions, but also display architecture representative of distinct periods and styles. The busy building period of the 1920s and ‘30s produced several Streamline Moderne structures, and wonderful brick buildings can be found throughout the City. A notable landmark is the Farmer John mural surrounding the company’s meat processing facility on Vernon Avenue.

Vernon will assist in the effort to preserve the memory of early Los Angeles, and tell the story of its growth and development, through taking and retaining photographs of buildings and structures that may have architectural or historic interest.

3.0 GOALS AND POLICIES

GOAL R-1

Conserve and protect the region's water and energy resources.

POLICY R-1.1: Encourage water conservation and the use of recycled water in new developments and by all industries.

POLICY R-1.2: Support the use of energy-saving designs and equipment in all new development and reconstruction projects.

POLICY R-1.3: Seek and pursue the most practicable and cost-effective means of implementing National Pollutant Discharge Elimination Systems requirements.

GOAL R-2

Contribute to the continued gradual improvement of air quality in the South Coast Air Basin.

POLICY R-2.1: Coordinate and cooperate with the South Coast Air Quality Management District and Southern California Association of Governments in efforts to implement the regional Air Quality Management Plan.

POLICY R-2.2: Encourage and facilitate the use of public transportation to reduce emissions associated with automobile use.

POLICY R-2.3: Continue to expand the number of City-owned alternative fuels vehicles, hybrid vehicles, and other energy-efficient vehicles as they may be available.

POLICY R-2.4: Maximize the amount of clean electrical power produced while minimizing emissions from power production plants.

POLICY R-2.5: Consult with the Gateway Cities Council of Governments, regional planning agencies, and surrounding municipalities to coordinate land use, circulation, and infrastructure improvement efforts.

GOAL R-3

Preserve established open spaces, and look for opportunities to create new open space areas that can benefit the health and welfare of workers and residents in Vernon.

POLICY R-3.1: Continue to maintain landscaped areas at City facilities as appropriate.

POLICY R-3.2: Cooperate with regional efforts to upgrade the appearance and open space value of the Los Angeles River Channel.

POLICY R-3.3: Encourage private property owners and industries to establish and maintain private landscaped areas for the benefit of employees.

POLICY R-3.4: Continue the City's street tree planting and tree maintenance programs.

GOAL R-4

Recognize and preserve Vernon's contributions to the industrial and architectural history of Los Angeles.

POLICY R-4.1: Expand available cultural resource information by establishing a City-maintained database of historic sites and facilities.

POLICY R-4.2: Support the efforts of interested agencies or private organizations to undertake surveys or other research efforts to document buildings and places in Vernon of historic and/or architectural significance.

POLICY R-4.3: Ensure compliance with CEQA provisions regarding cultural resources at the time buildings or places of identified or potential historic or architectural merit are proposed for demolition.

POLICY R-4.4: Establish local programs and practices that recognize places of local or other historic significance.

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VERNON GENERAL PLAN

NOISE ELEMENT



NOISE ELEMENT

1.0 PURPOSE AND FOCUS

1.1 Purpose

The purpose of the Noise Element is to identify significant sources of noise in Vernon and to identify ways to protect people living and working in Vernon from extensive exposure to excessive or unhealthy noise levels. Per the California Administrative Code, all general plans must include a Noise Element. The Noise Element sets the framework for working toward and maintaining environmental noise control appropriate to individual communities. The Element establishes goals, policies, and programs that identify possible approaches to protecting the business community and the few people living in Vernon from excessive noise.

1.2 Focus

In recognition of the adverse health effects associated with excessive noise, the California Government Code, Section 65302(f), identifies the types of community noise to be addressed in the General Plan. The Noise Element is to identify noise sources from:

- Freeways and street systems;
- Freight on-line railroad operations;

- Local industrial plants, including, but not limited to, railroad classification yards; and
- Other stationary ground noise sources identified by local agencies as contributing to the community noise environment.

Vernon is unique in that its status as an all-industrial community establishes different sensitivities regarding noise than those present in typical suburban or even mixed-use urban areas. Local businesses are not significantly impacted by higher noise levels that would not be appropriate in a residential neighborhood or near schools, parks, or hospitals.

2.0 ABOUT NOISE

Noise is often defined as unwanted, excessive, or irksome sound. Sound – and noise – consists of waves of energy that we receive and interpret. To describe the character of a particular noise, acousticians must have information about:

- The amplitude and amplitude variation of the acoustical wave,
- The frequency (pitch) content of the noise, and
- The duration of the noise.

2.1 Noise Metrics

Definitions of the most commonly used terms encountered in community noise assessments and noise control are provided in the General Plan Glossary. Of these terms, the A-weighted sound pressure level, or dB(A), is the scale of measurement that is most useful in community noise measurement. This sound level is measured in decibels to provide a scale with the range and characteristics most consistent with that of peoples' sensitivity to sounds, as described below.

Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB. In fact, they would combine to produce 73 dB. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dB. Conversely, halving the

traffic volume or speed will reduce the traffic noise level by 3 dB.

Sound pressure level alone is not a reliable indicator of loudness. The frequency or pitch of a sound also has a substantial effect on how humans will respond. While the intensity of the sound is a purely physical quantity, the loudness or human response depends on the characteristics of the human ear.

Human hearing is limited not only to the range of audible frequencies, but also in the way it perceives the sound pressure level in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 hertz (Hz) and 5,000 Hz, and perceives both higher and lower frequency sounds of the same magnitude with less intensity. To approximate the frequency response of the human ear, a series of sound pressure level adjustments is usually applied to the sound measured by a sound level meter. The adjustments, or weighting network, are frequency dependent.

The A-scale approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. A range of noise levels associated with common indoor and outdoor activities is shown in Figure N-1.

Figure N-1: Examples of Noise Levels

Noise Source	dB(A) Noise Levels	Response
	120	Threshold of pain
Disco	115	
Textile mill	110	Maximum Vocal Effort Physical Discomfort
Textile plant	105	
Printing plant	100	Very Annoying Hearing Damage (Steady 8-Hour Exposure)
Jackhammer at 50 ft.	95	
Power lawn mower at 5 ft.	90	
Heavy mixer at 50 ft.	85	
Concrete mixer at 50 ft.	80	Annoying
Inside car at 40 mph	75	
Vacuum cleaner at 10 ft.	70	Telephone use very difficult
Car, 60 mph at 100 ft.	65	
Conversational speech	60	Intrusive
Large transformer at 50 ft.	55	
Urban residence	50	Quiet
Small town residence	45	
	40	
Soft whisper at 6 ft.	35	
	30	Very Quiet
	25	
	20	
	15	
	10	Audible
	5	
	0	Threshold of hearing

Source: Wieland Associates Inc. and Melville C. Branch and R. Dale Beland.

The A-weighted sound level of traffic and other long-term noise-producing activities within and around a community varies considerably with time. Measurements of this varying noise level are accomplished by recording values of the A-weighted level during representative periods within a specified portion of the day.

It is recognized that a given level of noise may be more or less tolerable depending on the duration of exposure experienced by an individual. There are numerous measures of noise

exposure that consider not only the A-level variation of noise but also the duration of the disturbance. The State Department of Aeronautics and the California Commission on Housing and Community Development have adopted the community noise equivalent level (CNEL). This measure weights the average noise levels for the evening hours (7:00 P.M. to 10:00 P.M.), increasing them by 5 dB, and weights the late evening and morning hour noise levels (10:00 P.M. to 7:00 A.M.) by 10 dB. The daytime noise levels are combined with these weighted levels and are averaged to obtain a CNEL value. Figure N-2 indicates the outdoor CNEL at typical locations throughout the Southern California area.

2.2 Noise and Health Effects

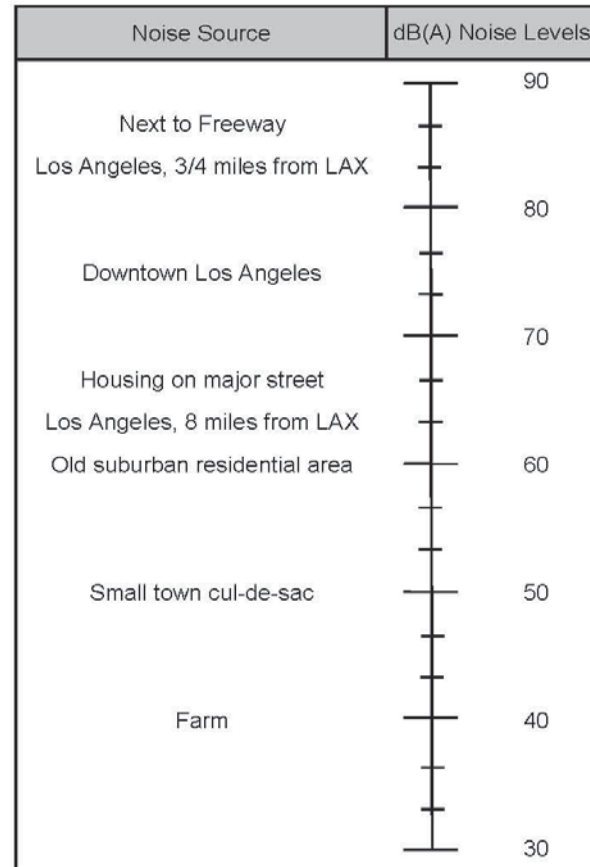
Sound levels which exceed 85 dB(A), when experienced for long durations during each working day, may result in severe temporary or even permanent hearing loss. State and federal safety and health regulations currently protect workers at levels of exposure that exceed 90 dB(A) for each eight-hour workday.

Speech intelligibility is impaired when sound levels exceed 60 dB(A). The level of interference increases with sound level and the distance between speaker and listener. Sound levels that exceed 40 to 45 dB(A) are generally considered to be excessive for sleeping areas within a residence.

2.3 Community Noise Standards

Vernon has established community noise standards to help guide land use decisions and protect sensitive uses from excessive noise levels, as shown in Figure N-3. Because the City consists almost exclusively of industrial uses and policy set forth in the Housing Element limits the construction of any new housing to only a few specifically identified sites in recognition of the hazards – including high noise levels – associated with widespread industrial activity, these

Figure N-2: Examples of Noise at Southern California Locations



Source: Wieland Associates Inc.

standards discourage any new noise-sensitive use that would be incompatible with the City's industrial focus. Similarly, zoning regulations prohibit community facilities such as schools, day care centers, and hospitals.

Figure N-3: Community Noise Standards

Land Use Category	CNEL, dB						
	50	55	60	65	70	75	80
Residential - Multi-family, Duplex	A	A	B	B	B	C	C
Schools, Churches	A	A	B	C	C	C	D
Office Building, Research & Development, Professional Offices, City Office Building	A	A	A	B	B	C	C
Commercial Retail, Banks, Restaurants	A	A	A	A	B	B	C
Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

A

CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

B

NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

C

NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

D

CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

3.0 NOISE ENVIRONMENT IN 2007

In 2007, the City conducted a comprehensive noise survey of the community to document the noise environment. Measurements were taken at eleven locations, including two border locations in adjacent communities. Three measurements consisted of 24-hour recordings of the sound environment, and the balance were limited duration measurements at representative locations throughout Vernon and, as noted above, on the border of neighboring communities. In conjunction with an update to the Land Use and Housing Elements in 2013, focused noise measurements were taken near locations considered for permanent and emergency housing.

The most significant noise-producing activity within Vernon involves the transportation systems: the arterial roadways and train movements along regional rail lines. In addition, many major manufacturing businesses create high noise levels.

The only noise-sensitive land uses within the City are scattered residential units and the Vernon City Elementary School. Residences largely are clustered in four areas: on Vernon Avenue at Furlong Place, on Vernon Avenue between Downey Road and Alcoa Avenue, on Fruitland Avenue west of Downey Road, and on 52nd Place east of Atlantic Boulevard. The Emergency Shelter Overlay, which applies to a parcel in the northwest corner of the City, could accommodate emergency housing. Vernon City Elementary School is located at the southwest corner of Vernon Avenue and Santa Fe Avenue.

The adjacent communities of Huntington Park and Maywood have residential neighborhoods and schools along and near their boundaries with Vernon. Vernon has long practiced good neighbor policies with respect to these uses, cooperating with adjacent cities to minimize noise impacts on sensitive uses.



3.1 2007 CNEL Contours

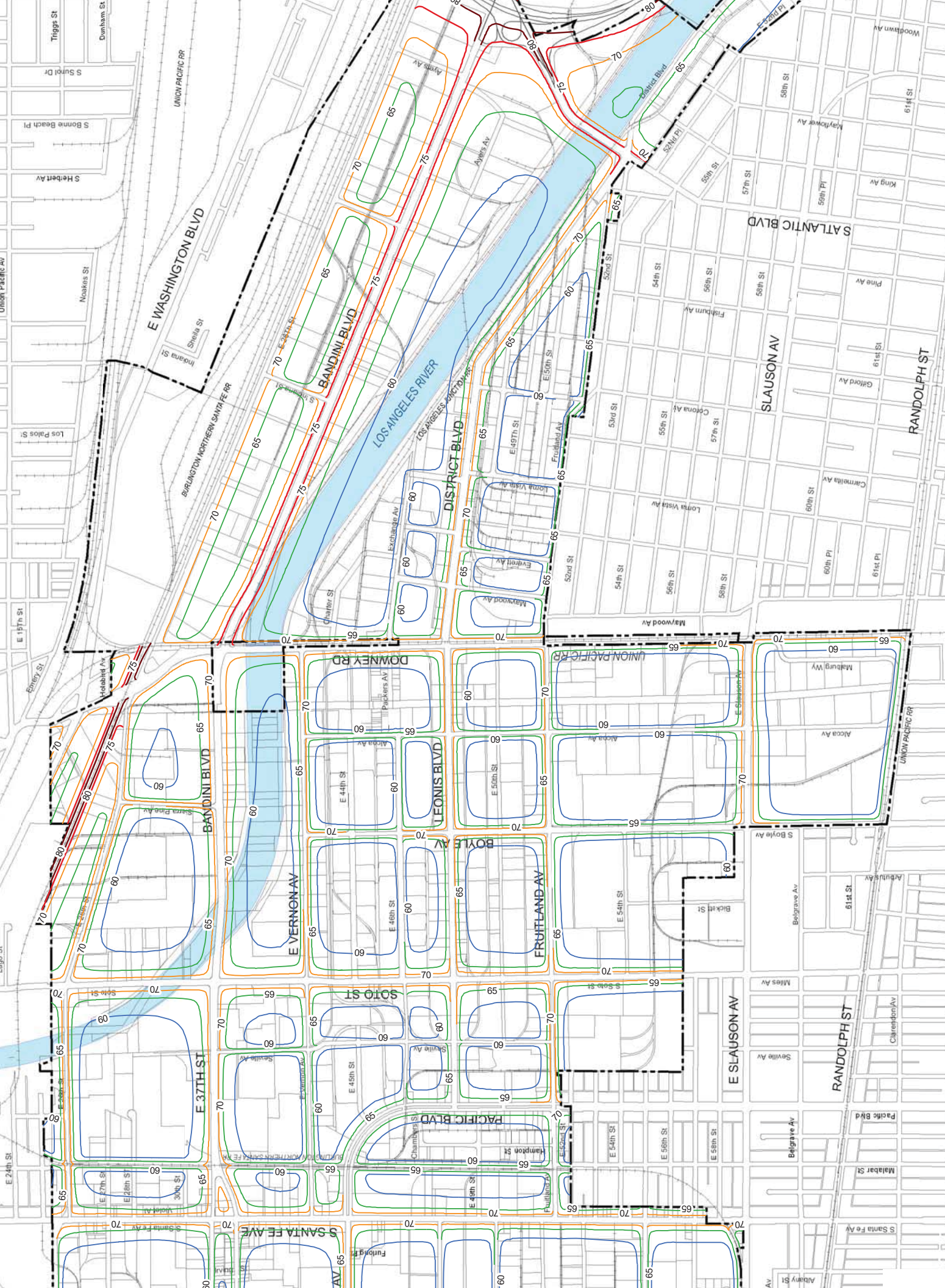
The noise measurements were modeled to create a community-wide “picture” of noise conditions. The CNEL contours for major arterial roadways and the I-710 freeway within the City were developed utilizing the Federal Highway Administration’s Traffic Noise Model and traffic data obtained from Caltrans and citywide traffic count data (2004-2007). The railroad contours were developed based on Wyle Laboratories’ computational procedures and on a computer model developed by the Federal Transit Administration. Operational data for the railroads was obtained from Amtrak and Metrolink schedules, the Southern California Regional Rail Authority, the Alameda Corridor Transit Authority, the Union Pacific Company, and the Federal Railroad Administration Office of Safety Analysis.

These noise measurements and modeling results collectively can be represented by noise contour lines. Similar to the way topographic maps show contours indicated elevation change, the noise contour maps indicate decreasing noise levels as you move away from the noise source. Figure N-4 illustrates the noise contours for year 2007.

3.2 Transportation Noise Sources

Noise along Arterial Roadways

Figure N-4 shows that noise levels associated with truck and automobile traffic along Vernon’s arterial roadways are 70 CNEL along the roadway frontages. With regard to the gradual diminishment of noise as the receiver moves away from the street, the modeling does not take into account the mitigating effect of buildings that front the street.



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Freeway Noise

The CNEL generated in Vernon by traffic on the I-710 freeway is as high as 80 dB. However, the land uses affected by the traffic noise are largely industrial in nature and are not noise sensitive.

Train Noise

The City is impacted by noise from train movements on six primary rail lines, numerous spur lines, and activities at the Burlington, Northern & Santa Fe (BNSF) rail yard, as well as at the Union Pacific (UPRR) rail yard in the City of Commerce.

The CNEL associated with train movements in and through Vernon is as high as 80 dB. However, the land uses affected by the traffic noise are largely industrial in nature and are not noise sensitive. The primary source of annoyance to residents in the vicinity of the UPRR line adjacent to Downey Road is train horn soundings at crossings.

3.3 Industrial Noise Sources

In general, industrial noise within the City is not considered excessive because Vernon is a predominantly industrial city with few noise-sensitive properties. However, at the few scattered residences within the City, as well as at the Vernon City Elementary School, noise levels can exceed generally acceptable standards for these noise-sensitive uses. The impact is primarily related to noise generated by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside building.

Adjacent to the City of Vernon are residential neighborhoods in the cities of Huntington Park and Maywood. Noise measurements taken in 2006 indicated that while average noise levels ranged up to 66.7 dB(A) and noise spikes registered 87.6 dB(A) during daytime hours, the measured CNELs of 61.5 dB in Huntington Park and 64 dB in Maywood were less than the exterior CNEL standard of 70 dB for residential properties in Vernon.

4.0 FUTURE NOISE ENVIRONMENT

Figure N-5 indicates projected noise contours for year 2030, assuming growth in regional traffic volumes through Vernon and anticipated activity along rail lines, the Alameda Corridor, and the regional rail lines.

Land use policy provides for continued industrial use throughout the community, with provision for commercial uses within the Commercial Overlay to meet the needs of the daytime employee population and allow for a broader mix of uses on aging industrial sites. As indicated above, land use policy limits the introduction of any new noise-sensitive uses to specifically identified sites along the edges of the City. Thus, the City does not anticipate any new noise conflicts will arise in Vernon over the life of this General Plan.

With regard to existing conditions where established residences and Vernon City Elementary School sometimes experience high noise levels, the City works with surrounding businesses to achieve noise standards established in the Zoning Ordinance.

5.0 GOALS AND POLICIES

As an industrial city, the aim of the Noise Element is to address compatibility among neighboring businesses and industries, and to work with adjacent communities to resolve any conflicts that may be associated with individual businesses along Vernon's municipal boundary.

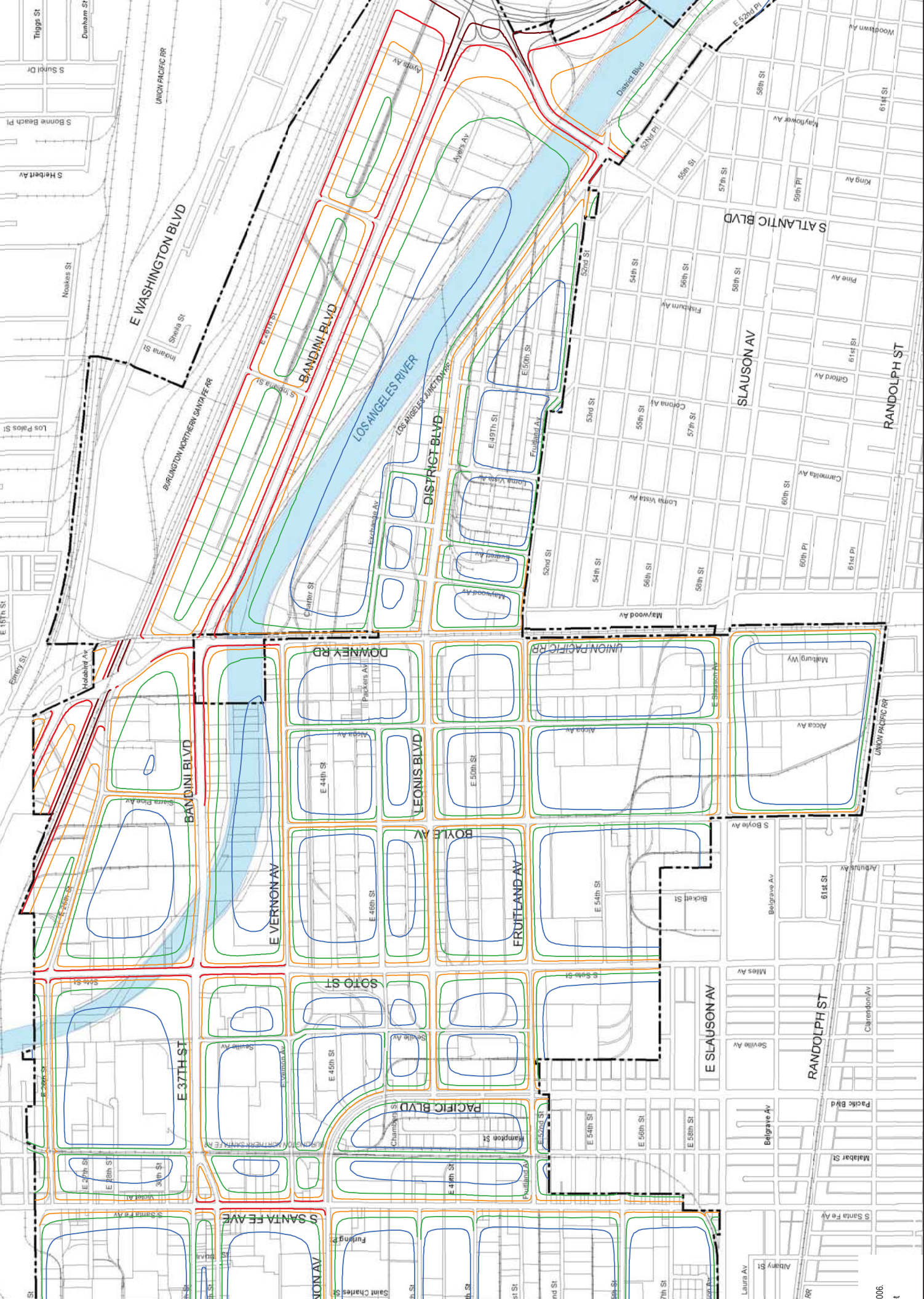
GOAL N-1

Reduce impacts from transportation noise sources to the extent they may affect industrial businesses.

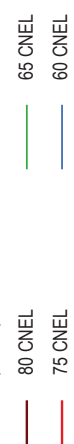
POLICY N-1.1: Encourage the effective enforcement of local, state, and federal noise levels by all appropriate City divisions.

POLICY N-1.2: Review noise impacts when rail corridors are consolidated, and review ways to reduce impacts on adjacent businesses.

POLICY N-1.3: Minimize adverse noise effects on new residential developments through carefully planned site design and construction approaches that limit noise intrusion, wherever practical.



FUTURE (2030) NOISE CONTOURS



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GOAL N-2

Incorporate noise and vibration considerations into land use planning decisions.

POLICY N-2.1: Consider the noise levels likely to be produced by any new businesses or substantially expanded business activities locating near existing noise-sensitive uses such as schools, community facilities, and residences, as well as adjacent to established businesses involving vibration-sensitive activities.

POLICY N-2.2: Encourage acoustical design in all new construction.

POLICY N-2.3: Prohibit the establishment of new noise-sensitive land uses in Vernon, including but not limited to schools, day-care facilities, and community facilities. Permit new residential uses only within the Housing Overlay District, and require new developments to incorporate appropriate noise attenuation to achieve City noise standards.

GOAL N-3

Develop measures to control non-transportation noise and similar impacts.

POLICY N-3.1: Continue to enforce the noise and vibration performance standards in the City Code to mitigate conflicts among neighboring uses.

POLICY N-3.2: Establish and maintain coordination among City agencies involved in noise abatement.

POLICY N-3.3: City departments will comply with all state and federal OSHA noise standards, and all new City equipment purchases shall comply with state and federal noise standards.

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VERNON GENERAL PLAN

**APPENDIX A:
IMPLEMENTATION
PLAN**

Appendix A: Implementation Plan

This Implementation Plan guides City elected officials and staff in the overall effort to carry out adopted General Plan goals and policies. The purpose of the implementation programs is to enable the overall direction set forth in the General Plan to be translated from general terms to specific actions.

Each implementation program is a procedure, program, or technique that requires City action, either alone or in collaboration with non-governmental or quasi-governmental organizations or state and federal agencies. Some of the implementation programs are processes or procedures the City currently administers on a day-to-day basis (such as development project review), while others identify new programs or projects. Completion of the identified programs will be subject to funding constraints.

The implementation programs are organized into the following six subsections corresponding to the General Plan elements:

- Land Use Element
- Circulation and Infrastructure Element
- Housing Element
- Safety Element
- Natural Resources Element
- Noise Element

Each implementation program relates directly to one or more General Plan policies, drawn from the various General Plan elements. For each program, the related General Plan policies are listed, along with the responsible City departments or other governmental agencies, the recommended time frame, and likely funding source or sources.

The implementation programs are intended for use as the basis for preparing the Annual Report to the City Council on the status of the City's progress in implementing the General Plan, as described in Section 65400 of the Government Code. Because many of the individual actions and programs act as mitigation for environmental impacts resulting from planned

development pursuant to the General Plan, the annual report can also provide a means of monitoring application of the mitigation measures as required by Public Resources Code Section 21081.6. The programs should be updated annually concurrent with the budget process and whenever the City's General Plan is amended or updated to ensure continued consistency and usefulness.

LAND USE ELEMENT

This section includes actions that will assist City officials, staff, and the public to implement the goals and policies of the Land Use Element.

Action LU-1: Annual Review of General Plan. Annually review implementation of the General Plan to identify the effect of land development and use on City revenues and costs of providing public facilities and services.

Agency/Department: Community Services and Water Department
Funding Source: General Fund
Time Frame: Annually
Related Policies: All

Action LU-2: CEQA Compliance and Site Development Review. Comply with the California Environmental Quality Act (CEQA) in the review of proposed development projects. Use the review process to require projects to address environmental concerns, fund needed public facilities, recognize groundwater resources and water quality, minimize traffic impacts, be compatible with surrounding development, and comply with all use and development standards of the City.

Agency/Department: Community Services and Water Department
Funding Source: Development Fees
Time Frame: Ongoing
Related Policies: All

Action LU-3: Capital Improvement Program. Continue to implement and update the Capital Improvement Program (CIP) to address phasing and construction of roadway and infrastructure improvements throughout the City. Use the five-year CIP process to prioritize, finance, and complete projects identified in the CIP. Update the CIP every two years to respond to changes in local priorities and available funding sources.

Agency/Department: All departments associated with the CIP
Funding Source: Identified funding sources in the CIP
Time Frame: Annually
Related Policies: LU-2.6, CI-1.1, CI-1.5, CI-1.10, CI-1.11, R-2.3

Action LU-4: Operating Budget. Continue to adopt and update the City's Operating Budget to maintain desired levels of City services and infrastructure.

Agency/Department: Finance Department
Funding Source: General Fund
Time Frame: Annually
Related Policies: LU-3.2, LU-3.3, LU-3.4, CI-2.4, CI-6.3, S-3.8, R-2.1

Action LU-5: Promote Manufacturing. Through zoning regulations and economic development strategies and programs, promote manufacturing uses in the City.

Agency/Department: Community Services and Water Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: LU-1.1, LU-1.2, LU-1.4

Action LU-6: Lot Consolidation. Coordinate with property owners in consolidating and merging properties for redevelopment of older and underutilized properties.

Agency/Department: Community Services and Water Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: LU-2.2, LU-2.4, LU-2.7

Action LU-7: Code Enforcement. Continue to enforce property maintenance standards, noise regulations, and other property related regulatory standards in the Zoning Code, City Code, and other City ordinances, in efforts to keep properties throughout the City well maintained, and to prevent blight by neglect.

Agency/Department: Community Services and Water Department
Funding Source: General Funds
Time Frame: Ongoing
Related Policies: LU-2.3, LU-3.1, H-1.1, S-3.4

Action LU-8: Zoning Ordinance. Review and amend the Zoning Ordinance to ensure that the purpose and intent of zoning classifications, overlays, and standards clearly implement the description of relevant General Plan land use designations.

Agency/Department: Community Services and Water Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: LU-1.1, LU-1.2, LU-1.3, LU-1.4, LU-1.5

CIRCULATION AND INFRASTRUCTURE ELEMENT

This section includes actions that will assist City officials, staff, and the public to implement the goals and policies of the Circulation and Infrastructure Element.

Action CI-1: Automated Traffic Surveillance and Control System (ATSAC). Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.

Agency/Department: Community Services Department, Public Works Division
Funding Source: General Fund, State Gas Tax; grants
Time Frame: Complete by 2008
Related Policies: CI-1.11

Action CI-2: Traffic Control, Safety, and Maintenance. Complete intersection capacity improvements, provide for the widening of Soto Street, and improve striping and signage as set forth in the Circulation and Infrastructure Element and General Plan Program EIR.

Agency/Department: Community Services Department, Public Works Division
Funding Source: State Gas Tax; grants; General Fund
Time Frame: Ongoing
Related Policies: CI-1.5, CI-1.6, CI-1.7, CI-1.12

Action CI-3: Soto Street Widening. At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of right-of-way to achieve the road standard for Soto Street established in the Circulation and Infrastructure Element. Complete the road widening project at the time adequate right-of-way has been acquired and/or dedicated.

Agency/Department: Community Services Department, Planning and Public Works Divisions
Funding Source: State Gas Tax; grants; General Fund
Time Frame: Ongoing for dedication; complete widening by 2015
Related Policies: CI-1.5, CI-1.6, CI-1.7, CI-1.12

Action CI-4: Coordinate with Adjacent Jurisdictions. Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.

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Agency/Department: Community Services Department, Public Works Division
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: CI-1.8, CI-1.10

Action CI-5: Coordinate with Rail Companies. Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.

Agency/Department: Community Services Department, Planning and Public Works Divisions
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: CI-1.2, CI-1.3, CI-1.11

Action CI-6: Interstate 710 Freeway Improvements. Work with Caltrans on all plans, activities, and projects regarding Interstate 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments with studies and programs regarding the improvements to the I-710 freeway.

Agency/Department: Community Services Department, Planning and Public Works Divisions
Funding Source: General Funds; Redevelopment Fund
Time Frame: Ongoing
Related Policies: CI-1.10

Action CI-7: Minimize Parking Impacts. Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles, including truck trailer storage, employee parking, and visitor parking.

Agency/Department: Community Services Department, Planning Division
Funding Source: Development Fees
Time Frame: Ongoing
Related Policies: CI-2.1, CI-2.2, CI-2.3, CI-2.4

Action CI-8: Metropolitan Transportation Authority. Work with the Metropolitan Transportation Authority (Metro) to achieve the following:

- Implement the Metro's Congestion Management Plan (CMP) within the City.
- Continue to provide local and regional connections through Metro local and rapid bus lines.
- Improve access to local Metro stations.

Agency/Department: Community Services Department, Public Works Division
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: CI-1.8, CI-1.9, CI-1.12

Action CI-9: Water Services and Supplies. As needed, require studies to determine water infrastructure requirements for future development projects, and determine which recommendations should be incorporated into the design of projects. As permitted by law, require the dedication of necessary rights-of-way and construction of water infrastructure improvements for all new development projects.

Agency/Department: Community Services Department, Water Department
Funding Source: Water Rates
Time Frame: Ongoing
Related Policies: CI-3.1, CI-3.2, CI-3.3, CI-3.4

Action CI-10: Urban Water Management Plan. Continue to implement and update Vernon's Urban Water Management Plan in an effort to provide long-term planning and visioning for managing its water resources and providing a reliable supply of water.

Agency/Department: Community Services Department, Water Department
Funding Source: Water Rates
Time Frame: Ongoing
Related Policies: CI-3.1, CI-3.3, S-1.4

Action CI-11: Water Quality. Continue to maintain the quality of Vernon's drinking water by inspecting water well installations and monitoring general water quality. Continue to take routine water samples at various locations in the City and submit them to a water quality laboratory for analysis. Promote working with water agencies that supply water to Vernon to ensure adequate water quality.

Agency/Department: Community Services Department, Water Department
Funding Source: Water Rates
Time Frame: Ongoing
Related Policies: CI-3.3

Action CI-12: Cross Connection Control Program. Continue to implement the Cross Connection Control Program, which provides additional protection for the drinking water system. The function of the program is to prevent the water supply from being contaminated by the backflow of industrial fluids through the inspection of water piping systems, and the permitting and installation of specific plumbing devices at locations where there is a potential for backflow resulting in contamination. Backflow prevention devices are required to be tested annually by certified testers.

Agency/Department: Community Services Department, Water Department and Environmental Health Department
Funding Source: Water Rates and Health Permit Fees
Time Frame: Ongoing
Related Policies: CI-3.1

Action CI-13: Energy. Continue to provide high quality electric and gas services to Vernon businesses at competitive rates.

Agency/Department: Light and Power Department; Gas Department
Funding Source: Electric and Gas Rates
Time Frame: Ongoing
Related Policies: CI-6.1, CI-6.2, CI-6.3, CI-6.4, CI-6.5, R-1.2

Action CI-14: National Pollutant Discharge and Elimination System (NPDES) Compliance. Prior to making land use decisions, the City will utilize available methods to estimate increases in pollutant loads and flows resulting from projected future development. In addition, applicants for new development and redevelopment projects shall be required to demonstrate accomplishment of the following NPDES objectives:

- Use of Best Management Practices (BMPs) to mitigate projected increases in pollutant loads and flows.
- Minimized pollutant loading during and after construction.
- Limited disturbance of natural water bodies and natural drainage systems.
- Pollution prevention methods, source controls and treatment using small collection strategies located at, or as close as possible to, the source.

Agency/Department: Environmental Health Department; Community Services and Water Department
Funding Source: Development Fees
Time Frame: Ongoing
Related Policies: CI-5.4, R-1.3

Action CI-15: Wastewater Treatment Services and Sewer Maintenance and Upgrades. As needed, require studies to determine sewer infrastructure requirements for future development projects, and determine which recommendations should be incorporated into the design of projects. As permitted by law, require the dedication of necessary right-of-way and construction of sewer infrastructure improvements for all new development projects. Continue to provide funding to repair, maintain, and upgrade the City's wastewater collection system.

Agency/Department: Community Services and Water Department, Public Works Division
Funding Source: Development Fees, General Fund
Time Frame: Ongoing
Related Policies: CI-4.1, CI-4.2, CI-4.3

Action CI-16: Storm Drain Maintenance and Quality. As needed, prepare studies to determine the adequacy of the storm drain infrastructure for development proposals and/or to prevent localized flooding. Require developers to incorporate necessary improvements into the design of the project. Continue to monitor storm drains and water quality in an ongoing effort to prevent pollution of the storm drain system which leads directly to the Los Angeles River. Continue to monitor storm water control activities through hazardous materials inspections and continue to provide educational materials for businesses regarding storm water pollution.

Agency/Department: Community Services and Water Department, Public Works Division; Environmental Health Department
Funding Source: Health Permit Fees; development fees; General Fund
Time Frame: Ongoing
Related Policies: CI-5.1, CI-5.2, CI-5.3, CI-5.4

Action CI-17: Community Information. Continue to use communications services, such as the City's website, to inform interested parties of information regarding announcements and upcoming events, as well as information about City departments, business permitting requirements, etc.

Agency/Department: Information Technology Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: CI-7.1

Action CI-18: High Technology Services. Continue to offer fiber-optic cabling and other state-of-the-art communication services to Vernon businesses. Encourage data centers to locate in Vernon. Consider ways to provide wireless communications services to all areas of the City.

Agency/Department: Information Technology Department
Funding Source: General Fund and Fiber Optic Rates
Time Frame: Ongoing
Related Policies: CI-7.1

Action CI-19: New Sidewalks and Ramps. Provide funding for new sidewalks and ramps throughout the City. Place priority on replacing sidewalks that have been identified as deficient and a hazard to the public safety.

Agency/Department: Community Services and Water Department, Public Works Division
Funding Source: City Parcel Tax; General Fund
Time Frame: Ongoing
Related Policies: CI-1.1

HOUSING ELEMENT

Housing Element Implementation Programs are included in the Housing Element chapter.

SAFETY ELEMENT

This section includes actions that will assist City officials, staff, and the public to implement the goals and policies of the Safety Element.

Action S-1: Los Angeles County Flood Control District. Encourage the Los Angeles County Flood Control District to regularly maintain flood control channels and structures within its jurisdiction to protect properties from flood hazard, and to complete necessary repairs in a timely manner.

Agency/Department: Community Services and Water Department, Public Works Division
Funding Source: Los Angeles County
Time Frame: Ongoing
Related Policies: S-4.3

Action S-2: Geologic Hazard Assessments. Pursuant to state law, geologic and/or geotechnical studies are required for proposed new development projects located in areas identified as susceptible to liquefaction. Compliance with the recommendations set forth in site specific geologic and/or geotechnical studies will be made a condition of the site development permit for all new development projects.

Agency/Department: Community Services and Water Department, Building Division
Funding Source: Development Fees
Time Frame: Ongoing
Related Policies: S-1.1

Action S-3: Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan. Continue to implement the City's SEMS Multi-Hazard Functional Plan according to requirements and provisions of the State's Standardized Emergency Management system. Establish community evacuation routes and when necessary, provide emergency/disaster shelter facilities.

Agency/Department: Police and Fire Departments
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: S-1.1, S-1.5, S-3.1, S-3.7, S-4.1, S-4.3, S-4.4

Action S-4: Water Department's Emergency Response and Recovery Plan. Implement the Emergency Response and Recovery Plan in the event of natural disasters, technological incidents, and national securities emergencies to safeguard the City's water supply and service area.

Agency/Department: Community Services and Water Department
Funding Source: Water Rates
Time Frame: Ongoing
Related Policies: S-1.4

Action S-5: Adequate Public Safety and Emergency Response. Evaluate the need for additional fire and police facilities and resources. Require adequate street widths and clearance for emergency access.

Agency/Department: Vernon Police and Fire Departments; Community Services and Water Department
Funding Source: General Funds; state and federal grants
Time Frame: Ongoing
Related Policies: S-1.2, S-1.3, S-1.5, S-3.3

Action S-6: City of Vernon Fire Department. Provide emergency response services to Vernon businesses covering fire protection, medical emergencies, urban search and rescue, and hazardous materials control. If the City budget permits, continue to maintain the Class I rating for the Fire Department by the Insurance Services Office and provide Vernon's fire personnel with the most advanced fire and rescue training and with state-of the-art equipment and apparatus.

Agency/Department: Fire Department
Funding Source: General Fund; State and federal grants
Time Frame: Ongoing
Related Policies: S-3.3, S-3.4, S-3.5, S-3.6, S-3.8, S-4.2

Action S-7: Hazardous Materials Monitoring Program (Ordinance 961). Continue to implement the Hazardous Materials Monitoring Program that monitors establishments where hazardous materials are produced, stored, handled, disposed of, treated, emitted, discharged, or recycled. The Program also directs and coordinates emergency response in the event of releases of hazardous materials.

Agency/Department: Environmental Health and Fire Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: S-2.1, S-2.2, S-3.2

Action S-8: Hazardous Waste. Continue to implement activities so that hazardous wastes generated by Vernon businesses are handled and disposed according to federal, state, and local regulations. Assist businesses and consultants in the preparation and oversight of site assessments and mitigation activities. To minimize present and future threats to human health and the environment, the program actively promotes waste reduction options for hazardous waste generators.

Agency/Department: Environmental Health Department
Funding Source: Permit Fees
Time Frame: Ongoing
Related Policies: S-2.1, S-2.2, S-3.2

Action S-9: Underground Storage of Hazardous Substances (Ordinance 944). Continue to implement the Underground Storage of Hazardous Substances program to regulate the permitting, inspection, installation, and removal of underground tanks. Operating permits are issued following the proper installation and testing of tank systems with appropriate leak detection equipment.

Agency/Department: Environmental Health Department
Funding Source: Permit Fees
Time Frame: Ongoing
Related Policies: S-2.1, S-2.2, S-3.2

RESOURCES ELEMENT

This section includes actions that will assist City officials, staff, and the public to implement the goals and policies of the Resources Element.

Action R-1: Support Water Conservation. Conduct public education to raise business and property owner awareness about the need for water conservation. Use the City's website to promote and encourage the use of water conservation activities and water-conserving fixtures for industrial businesses.

Agency/Department: Community Services and Water Department; Public Works Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: CI-3.4, R-1.1

Action R-2: Promote Energy Conservation. Continue to promote energy conservation by the public and private sector. Continue to implement Title 24 standards in building codes and work with energy providers to encourage energy conservation activities and promote energy conservation programs. Use the City website and City events to educate the public about the availability of energy conservation programs.

Agency/Department: Community Services and Water Department, Building Division; Light and Power Department; Gas Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: R-1.2

Action R-3: Enforce Title 24 Building Codes. Update building code as needed to adhere to the most recent California's State Title 24 Building Codes, including the Energy and the California Green Building Standards Code, to ensure more energy-efficient development.

Agency/Department: Community Services and Water Department, Building Division
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: R-1.2

Action R-4: Coordinate with Other Agencies. Continue to participate and coordinate with the South Coast Air Quality Management District (SCAQMD) and neighboring jurisdictions to identify and encourage projects that improve mobility and reduce congestion on major roadways. Implement and interpret the General Plan in a manner consistent with SCAQMD's Air Quality Management Plan.

Agency/Department: Community Services and Water Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: R-2.1, R-2.2, R-2.3, R-2.4

NOISE ELEMENT

This section includes actions that will assist City officials, staff, and the public to implement the goals and policies of the Noise Element.

Action N-1: Noise Regulations.

Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.

Agency/Department: Community Services and Water Department; Environmental Health Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: N-1.1, N-1.2, N-1.3, N-2.1, N-2.2, N-3.1, N-3.2, N-3.3

Action N-2: Siting of New Businesses near Noise-sensitive Land Uses.

Review development proposals at properties to determine whether the proposed use has the potential to exceed City one-hour noise standards. As appropriate, require acoustical analyses for all proposed activities that have the potential to exceed the standards, and require mitigation measures if noise analyses show an increase in noise levels beyond the City standards.

Agency/Department: Community Services and Water Department; Environmental Health Department
Funding Source: General Fund
Time Frame: Ongoing
Related Policies: N-1.1, N-1.2, N-1.3, N-2.1, N-2.2, N-3.1, N-3.2, N-3.3

Action N-3: Noise Insulation Standards.

Implement provisions of the California Noise Insulation Standards (Title 24) that specify that indoor noise levels for multi-family residential living spaces shall not exceed 45 dB CNEL.

Agency/Department: Community Services and Water Department
Funding Source: Development Fees
Time Frame: Ongoing
Related Policies: N-1.1, N-1.2, N-1.3, N-2.1, N-2.2, N-3.1, N-3.2

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VERNON GENERAL PLAN

**APPENDIX B:
GLOSSARY**

GLOSSARY

This Glossary draws from the California General Plan Glossary (from the State of California General Plan Guidelines) as the basis for definitions of abbreviations and terms used in the Vernon General Plan. Additional definitions have been added that are specific to Vernon.

Access: A way of approaching or entering a property, including ingress (the right to enter) and egress (the right to leave).

Affordable Housing: Under state and federal statutes, housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Air Basin: A geographical area in California defined as a distinct air basin for the purpose of managing the air resources of the state on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout.

Air Quality Standards: The prescribed (by the Environmental Protection Agency and the California Air Resources Board) level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

Ancillary Use: An activity or use on a property that is directly related to a main use on the same property, and is subordinate and directly related to, and dependent upon, a principal use, building or structure.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel through which water can seep or held in natural storage. Aquifers generally hold water to be used as a water supply.

Arterial: A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to nonresidential properties.

At-grade intersection: A junction at which two or more transport axes cross at the same level.

A-Weighted Decibel (dBA): A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

Biodiesel: A diesel-equivalent processed fuel derived from biological sources (such as vegetable oils) which can be used in unmodified diesel-engine vehicles.

California Environmental Quality Act (CEQA): A state law enacted in 1971 that requires governmental agencies at all levels to consider the impact proposed projects may have on the environment.

Caltrans: California Department of Transportation

Census: The official decennial enumeration of the population conducted by the federal government.

City: City, with a capital "C," generally refers to the government or administration of the City of Vernon. City, with a lower case "c" may mean any city.

Conservation: The management of natural resources to prevent waste, destruction, or neglect.

CNEL: Community Noise Equivalent Level. In order to account for increased human sensitivity at night, this measure weights the average noise level at night by adding five dB to the measurement during the 7:00 P.M. to 10:00 P.M. time period and an additional ten dB on noise measured during the 10: P.M. to 7:00 A.M. time period. Vernon uses this measure in its noise standard.

Collector: A relatively low-speed and low-volume street for moving traffic between arterial and local streets, and generally providing direct access to properties.

Councils of Governments: Regional bodies that exist throughout the United States, typically defined to serve an area of several counties, and address issues such as regional and municipal planning, economic and community development, cartography and GIS, hazard mitigation and emergency planning, aging services, water use, pollution control, transit administration, and transportation planning. Vernon is part of the Gateway Cities Council of Governments (COG).

Compatibility: The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts is intended to achieve compatibility within the district.

Consistent: Free from variation or contradiction.

Dam inundation: Structural damage to a dam resulting in a flood. Dam failure can occur due to an earthquake, erosion, design flaw, or water overflow during storms.

Decibel (dB): A unit measuring the magnitude of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound, specifically a sound just barely audible to an unimpaired human ear. For environmental noise from aircraft and other transportation sources, an A-weighted sound level (abbreviated dBA) is normally used. The A-weighting scale adjusts the

values of different sound frequencies to approximate the auditory sensitivity of the human ear.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used.

Derailment: An accident on a railway whereby a train leaves the rails.

Designation: A generalized category of land use type, with associated standards of use and development.

Development: Development has the meaning of Section 65927 (California Government Code) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. "Development" does not mean a "change of organization", as defined in Government Code Section 56021 or a "reorganization", as defined in Government Code Section 56073.

Element: A division of the General Plan referring to a topic area for which goals, policies, and programs are defined (e.g., land use, housing, circulation).

EPA (Environmental Protection Agency): The United States agency charged with setting policy and guidelines and carrying out legal mandates for the protection of national interests in environmental resources.

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Floor-Area Ratio (FAR): The floor area of the building or buildings on a site or lot divided by the area of the site or lot.

General Plan: A legal document which takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Hazardous Materials: An injurious substance, including pesticides, herbicides, toxic metals and chemicals, liquefied natural gas, explosives, volatile chemicals, and nuclear fuels.

Historic: A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Household: According to the Census, a household is all persons living in a dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.

Implementation: An action, procedure, program, or technique that carries out General Plan policy.

Intensity: the total building square footage, percent of lot coverage, or floor-area ratio established on a property. For the purposes of this General Plan, the intensity of non-residential development is described through the use of floor-area ratio.

Intersection: Where two or more roads cross at grade.

Intersection Capacity Utilization (ICU): A tool for measuring a roadway intersection's capacity. The method is applied using peak hour volumes and considers the geometric configuration of intersections when measuring capacity.

Land Use: A description of how land is occupied or used.

Level of Service (LOS): The efficiency and quality of traffic operations. Six categories of LOS – the letter designations A to F – are used to identify traffic conditions, with LOS A representing excellent conditions and LOS F representing extreme congestion.

Liquefaction: A process by which water saturated granular soils transform from a solid to a liquid state due to groundshaking. This phenomenon usually results from shaking from energy waves released in an earthquake.

Local Street: A street providing direct access to properties and designed to discourage through traffic.

Lot: A legally recognized parcel of land abutting on one or more public or city-approved private streets.

Lot coverage: The percentage of the total lot area covered by structures.

Lot line: A line bounding a lot as described in a property survey.

Mitigate: To ameliorate, alleviate, or avoid to the extent reasonably feasible.

Noise: Any sound which exceeds the appropriate actual or presumed ambient noise level which annoys or tends to disturb humans, or which causes or tends to cause an adverse psychological or physiological effect on humans.

Noise Contours: Continuous lines of equal noise level usually drawn around a noise source, such as an airport or highway. The lines are generally drawn in five-decibel increments so that they resemble elevation contours in topographic maps.

Nonconforming Use: An established use of a building or land which was legally initiated but which does not conform to the present code because of subsequent changes in land use regulations.

Open Space (general descriptive term): Land without buildings. This is a general, descriptive term which places no restrictions on the use of the land. The definition of open space includes constructed open space (e.g. parks and plazas) and natural open space (essentially unimproved, with native habitat).

Overcrowding: The federal government defines an overcrowded household as one with more than one person per room, excluding bathrooms, kitchens, hallways, and porches. Severely overcrowded households are households with greater than 1.5 persons per room.

Overlay: A land use designation or a zoning designation that modifies the basic underlying designation in some specific manner.

Overpayment: State and federal standards specify overpayment occurs if a household pays 30 percent or more of its gross income on housing.

Parcel: The basic unit of land entitlement. A designated area of land established by plat, subdivision, or otherwise legally defined and permitted to be used or built upon.

Planning Area: The planning area is the land areas addressed by the General Plan. For a city, the planning area boundary typically coincides with the sphere of influence and encompasses land both within the City limits and potentially annexable land.

PM (Particulate matter): Solid or liquid particles of soot, dust, smoke, fumes, and aerosols.

PM₁₀: Particulate matter less than 10 microns. A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes and aerosols. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the air sacs in the lungs where they may be deposited, resulting in adverse health effects. PM₁₀ also causes visibility reduction and is a criteria air pollutant.

Private: Of or concerning a particular person or group; not owned by a government body.

Public: Of the people as a whole, or for the use and benefit of all.

Rail yard: A complex series of railroad tracks for storing, sorting, or loading/unloading, railroad cars and/or locomotives. Yards may have multiple industries adjacent to them where railroad cars are loaded or unloaded and then stored before they move on to their new destination.

Reclaimed water: Former wastewater (sewage) that has been treated and purified for reuse, rather than discharged into a body of water. Also known as recycled water.

Recycled water: See "reclaimed water."

Redevelopment: Redevelopment, under the California Community Redevelopment Law, is a process with the authority, scope, and financing mechanisms necessary to provide stimulus to reverse current negative business trends, remedy blight, provide job development incentives, and create a new image for a community. It provides for the planning, development, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, and the provision of public and private improvements as may be appropriate or necessary in the interest of the general welfare. In a more general sense, redevelopment is a process in which existing development and use of land is replaced with newer development and/or use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

Regional Housing Needs Assessment (RHNA): The Regional Housing Needs Assessment (RHNA) is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the SCAG (Southern California Association of Governments) region. These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

Regulation: A rule or order prescribed for managing government.

Remediation: Removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water for the general protection of human health and the environment.

Rendering: Rendering is a process that converts waste animal tissue into stable, value-added materials. Rendering can refer generally to any processing of animal byproducts into more useful materials, or more narrowly to the rendering of whole animal fatty tissue into purified fats like lard or suet.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leach fields (that hold refuse liquids and waste matter on site).

Seismic: Caused by or subject to earthquakes or earth vibrations.

Setback: The distance from a defined point of line governing the placement of buildings, structures, parking, or uses on a lot.

Sewer: Any pipe or conduit used to collect and carry away wastewater from the generating source to a treatment plant or discharge outfall.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street.

Slaughtering: The killing of animals to produce food products.

Southern California Association of Governments (SCAG): The Southern California Association of Governments is a regional planning agency that encompasses six counties: Imperial, Riverside, San Bernardino, Orange, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment (RHNA).

Special Needs Groups: Those segments of the population which have a more difficult time finding decent affordable housing due to special circumstances. Under state planning law, these special needs groups consist of seniors, disabled, large households, female-headed households with children, farmworkers, homeless, and students.

Special Assessment District: A unique geographic area in which the market value of real estate is enhanced due to the influence of a public improvement and in which a tax is apportioned to recover the costs of the public improvement.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the county.

Spur rail line: A short side track that connects with the main track of a railroad system.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The California Government Code (Section 65302) requires that General Plans describe "standards". Examples of standards might include the number of acres of parkland per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stormwater runoff: Stormwater is a term used to describe water that originates during precipitation events or runoff water from overwatering that enters the stormwater system. Stormwater that does not soak into the ground becomes surface runoff, which either flows into surface waterways or is channeled into storm sewers.

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Tax increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of affordable housing.

Toxic: Poisonous.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas.

Units At-Risk of Conversion: Housing units that are currently restricted to low-income housing use and will become unrestricted and possibly be lost as low-income housing.

Use: The purpose for which land or a building is designed, arranged, or intended, or for which the land or building may be occupied or maintained.

Vacant: Lands or buildings that are not actively used for any purpose.

Volume-to-Capacity Ratio (V/C): A ratio between volume and theoretical roadway capacity, V/C is used to measure the performance of roadway facilities. Volume is established either by a traffic count (in the case of current volumes) or by a forecast for a future point in time. Capacity refers to the vehicle carrying ability of a roadway at free flow speed.

Zoning: The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan. Requirements vary between zones, but they must be uniform within the same zone. The Zoning Code consists of a map and text. Vernon refers to its zoning code as the Zoning Ordinance.

Zoning Map: The officially adopted zoning map of the city specifying the location of zoning districts within all geographic areas of the city.

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VERNON GENERAL PLAN

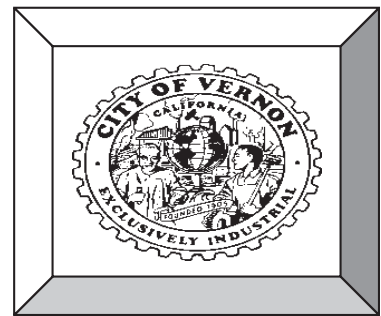
APPENDIX C
HOUSING ELEMENT
APPENDIX

Residential Units within the City of Vernon Jurisdiction

1.	3376 E. 50th Street	17.	4323 Furlong Place
2.	3378 E. 50th Street	18.	4324 Furlong Place
3.	3380 E. 50th Street	20.	4326 Furlong Place
4.	3382 E. 50th Street	21.	4327 Furlong Place
5.	3384 E. 50th Street	22.	4328 Furlong Place
6.	3386 E. 50th Street	23.	4329 Furlong Place
7.	3388 E. 50th Street	24.	4330 Furlong Place
8.	3390 E. 50th Street	25.	2328 E. Vernon Avenue
9.	3345 Fruitland Avenue	26.	2332 E. Vernon Avenue
10.	3349 Fruitland Avenue	27.	2334 E. Vernon Avenue
11.	3353 Fruitland Avenue	28.	3550 E. Vernon Avenue
12.	3357 Fruitland Avenue	29.	3560 E. Vernon Avenue
13.	3361 Fruitland Avenue	30.	2801 Leonis Boulevard
14.	3365 Fruitland Avenue	31.	2833 Leonis Boulevard
15.	4321 Furlong Place		
16.	4322 Furlong Place		
19.	4325 Furlong Place		

Attachment B

**COMPREHENSIVE
ZONING ORDINANCE
OF THE CITY OF VERNON
2015**



Comprehensively Updated January 2008
Amended February 2013
Amended _____ 2015

COMPREHENSIVE ZONING ORDINANCE
OF THE
CITY OF VERNON

Chapter 26 of
The Code of the City of Vernon
Effective Date of This Ordinance

January 16, 2008
Amended February 5, 2013
Amended _____, 2015

COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF VERNON

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Comprehensive Zoning Map of the City of Vernon

Chapter 26. Comprehensive Zoning Ordinance

Article I. Introduction.

Sec. 26.1.1. Title.

This Chapter and the accompanying Zoning Map shall be known as the “**Comprehensive Zoning Ordinance of the City of Vernon**” (hereinafter this “Chapter”), which for convenience may be referred to as the “Zoning Ordinance” or “this Ordinance”.

Sec. 26.1.2. Purpose and Intent.

The purpose of this Chapter is to consolidate and coordinate all existing zoning regulations and provisions into one comprehensive zoning plan that designates, regulates, and restricts the use, location, and size of Buildings, Ancillary Structures, and land for industrial uses and other permitted purposes and that establishes performance and development standards in order to protect the public health, safety, and welfare. To achieve these purposes, this Chapter establishes one Zone within the City (Industrial) and various Overlay Zones of such number, shape, and area as have been deemed best suited to carry out these regulations and provide for the administration and enforcement of said regulations. It is declared that in the enactment of this Chapter, the City Council has given due and special consideration to the industrial nature of the City, and to the City’s continuing focus on providing a suitable location for industry and the infrastructure and services required to serve industrial activities. The City’s intent is to continue to support the ongoing industrial character of the City, while recognizing the changing industrial environment throughout the United States and globally, and to respond appropriately. The City Council has further seriously considered the impact of the City’s pervasive industrial environment and resulting land use incompatibilities with certain other uses as a result of, among other issues, the storage, use, transportation, and processing of hazardous materials; background contamination; noxious odors; noise pollution; and truck and railroad traffic throughout the City.

Sec. 26.1.3. Interpretation and Conflicts.

This Chapter supersedes and replaces all prior zoning codes or ordinances and amendments thereto, and represents the entire and complete zoning ordinance for the City as of the date of its effective date. Wherever the requirements of this Chapter are at variance with the requirements of any other lawfully adopted rule, regulation, or ordinance, the most restrictive or that imposing the higher standards shall govern.

Sec. 26.1.4. Applicability.

This Chapter shall apply as follows:

Sec. 26.1.4-1. Buildings, Ancillary Structures, and Lots. Except as provided by this Chapter, no Building, Ancillary Structure, or Lot shall hereafter be used or occupied and no Building or Ancillary Structure or part thereof shall be erected, moved, or altered unless in conformity with the regulations herein specified for the Zone or Overlay Zone in which it is located, and then only after securing all permits and licenses required by any law or ordinance.

Sec. 26.1.4-2. Licenses and Permits. No City official, officer, or employee or anyone acting on behalf of such person shall issue any license or permit for uses, Buildings, or purposes contrary to, or in violation of, the provisions of this Chapter.

Sec. 26.1.4-3. Authority. Whenever a power is granted to or a duty imposed upon a public officer by this Chapter, the power may be exercised or the duty may be performed by the City Council, that officer or a duly authorized representative of that officer, or a person authorized pursuant to law or ordinance, unless this Chapter expressly provides otherwise.

Sec. 26.1.5. Vested Right.

Nothing in this Chapter shall create or be construed to create any vested right in any Person.

Sec. 26.1.6. Severability.

If any provision or clause of this Chapter or the application thereof to any Person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Chapter which can be carried out without the invalid provision or application, and to this end the provisions of this Chapter are declared to be severable.

Sec. 26.1.7. Statute of Limitations for Actions Attacking General Plan, Zoning Ordinance, or Zoning Decisions.

Except as otherwise provided in the California Government Code Section 65009, no action or proceeding to attack, review, set aside, void, or annul the City Council's decision to adopt or amend its general plan or this Code, or any decision on the granting or denial of a Conditional Use Permit, Minor Conditional Use Permit, Temporary Use Permit, Variance, or Development Agreement, or to determine the reasonableness, legality, or validity of any condition attached to a Conditional Use Permit, Minor Conditional Use Permit, Temporary Use Permit, Variance, or Development Agreement or any other permit, or concerning any of the proceedings, acts, or determinations taken, done, or made prior to any decision in connection with any of the above, shall be maintained by any Person unless such action or proceeding is commenced and service is made on the City Council within ninety (90) days after the date of the City Council's decision. Thereafter all Persons are barred from any such action or proceeding or any defense of invalidity or unreasonableness of such decision or of such proceedings, acts, or determinations.

Article II. Definitions.

26.2. Purpose of Definitions; Words Defined.

For the purpose of this Chapter, certain words and terms are defined and shall be construed as herein set forth unless otherwise expressly stated, or unless the context clearly indicates a different intention. Words defined herein may have different definitions in different Chapters of this Code.

Sec. 26.2.1. Definitions (A).

Adult or Sexually Oriented Businesses shall have the same meaning as defined in Chapter 5, “Business License Taxes and Other City Taxes,” Article VI, “Business Permit Regulations for Adult or Sexually Oriented Businesses or Similar Businesses” (See Code Section 5.81.2, “Definitions A-B”), and shall be deemed to be a First Amendment Protected Use.

Amendment shall mean a change in the wording, context, or substance of this Chapter or a change in the Zone or Overlay Zone boundaries or Zone or Overlay Zone classifications upon the Zoning Map.

Ancillary Structure shall mean any structure that is built or constructed to be used in connection with the use of the Property on which it is located, including items such as a fence, wall, steps, sign, or other structure built or composed of parts joined together in some definite manner, excluding a Building, and shall also include any equipment anchored to the ground.

Ancillary Use shall mean a use customarily incidental or subordinate to a Person’s Permitted Use, as further described in Section 26.4.1-2(h), “Ancillary Use,” such as office space or showroom space that does not occupy more than twenty percent (20%) of the gross Floor Area occupied by the Person’s Permitted Use. Ancillary Use shall include mail-order or internet sales in connection with a Permitted Use.

Ancillary Retail Use shall mean a Retail Use customarily incidental or subordinate to a Person’s Permitted Use, as further described in Section 26.4.1-4(b) that does not occupy more than ten percent (10%) of the gross Floor Area occupied by the Person’s Permitted Use. Any retail activity exceeding this limit shall be considered a primary use of property and subject to the land use regulations applicable to such use. Ancillary Retail Use shall not include mail-order or internet sales in connection with a Permitted Use.

Auto Wrecker - see **Junk or Salvage Business**.

Awning shall mean an architectural projection that provides weather protection, identity, or decoration, and which projects from and is wholly supported by the exterior wall of a building to which it is attached, requiring no additional structure(s) for support. An awning is typically composed of canvas or other similar material,

Sec. 26.2.2. Definitions (B).

Bars shall mean establishments that primarily serve alcoholic beverages (not including restaurants that primarily serve food, and that also serve alcoholic beverages), including, without limitation, taverns and nightclubs. Bar shall not include an Adult or Sexually Oriented Business, even if it serves alcoholic beverages.

Billboard - See **Outdoor Advertising Structure**.

Building shall mean any structure having a permanent roof supported by columns or walls and attached to the ground.

Sec. 26.2.3. Definitions (C).

Canopy shall mean any fixed roof-like structure or architectural projection of rigid construction that is structurally independent or supported by attachment to a Building on one end and by not less than one stanchion on the outer end.

Cell Tower shall mean a structure intended to support equipment used to transmit and/or receive telecommunications signals, including monopoles, guyed, and lattice construction steel structures.

CEQA shall mean the California Environmental Quality Act, California Public Resources Code Sections 21000-21177.

Change of Use shall mean any new use or change of activity, including any commencement of a new business activity, purpose, or use that requires a permit from the Department of Public Works, Water and Development Services pursuant to this Chapter, except that a use permitted by a Temporary Use Permit or a Special Events Permit shall not be considered a Change of Use.

Chapter shall mean this Chapter 26; Comprehensive Zoning Ordinance of the City of Vernon.

City shall mean the City of Vernon.

City Council shall mean the City Council of the City of Vernon.

Code shall mean the Municipal Code of the City of Vernon.

Cold Storage Warehouse shall mean a Building or part of a Building used primarily to store non-durable, perishable goods under refrigeration at temperatures of thirty-five degrees Fahrenheit (35°) or lower, excluding areas used for the processing, preparing, or packaging of such goods for storage.

Commercial Use shall mean businesses that provide goods or services, including but not limited to banks, publishing and printing shops, equipment rental and leasing, Offices, automotive repair, and Urgent Care Facilities.

Community Facilities shall mean Buildings and facilities intended to be used by the general public (or segments of the general public), including, without limitation, private schools (including special purpose schools, such as nursery schools or special interest schools, but not including trade schools),

libraries, museums, senior citizen centers, day care centers, hospitals and emergency rooms, multi-use facilities, such as YMCAs and community centers, cemeteries, and other similar facilities, but not including a Religious Use or a Convention and Entertainment Venue, as defined below.

Conditional Use Permit shall mean a discretionary permit granted by the City Council for certain uses of Property not permitted of right because such uses require special review and may be subject to special conditions. The requirements for a Conditional Use Permit are set forth in Section 26.6.3.

Contractor's Yard shall mean a permanent site that houses a contractor's equipment or materials which are stored outdoors.

Convention and Entertainment Venues shall mean establishments providing space for public or private gatherings and meetings, including but not limited to banquet rooms, auditoriums, conference/convention facilities, and facilities for participant or spectator recreation or entertainment. This definition does not include Adult or Sexually Oriented Businesses, Religious Uses, or Bars.

Sec. 26.2.4. Definitions (D-E).

Data Center shall mean a Building with a controlled environment used for housing a large amount of electronic equipment, typically computers and communications equipment, for the purpose of creating a hosted computer environment.

Density shall mean the total number of permanent residential dwelling units per acre of land, exclusive of all existing public Right-of-way surfaces or similar property.

Development Agreement shall mean a contract duly executed and legally binding between the City of Vernon and a developer(s) pursuant to Government Code Sections 65864 through 65869.5 *et seq.*

Development Standards shall mean the development and performance standards described in Section 26.4.1-7, "Development Standards and Site Planning Standards," and/or development and performance standards identified for individual Overlay Zones in this Chapter.

Digital Display shall mean the face of a sign or Outdoor Advertising Structure that is comprised of a digital or electronic face with intermittent changeable messages.

Director shall mean the City of Vernon Director of Public Works, Water, and Development Services.

Drive-Through or Drive-Up Facilities. An establishment that sells products or provides services to occupants in vehicles, including drive-in or drive-up windows and drive-through services examples include fast food restaurants, banks, and pharmacies.

Dwelling Unit - see ***Residence***.

Emergency Shelter, pursuant to California Health and Safety Code Section 50801(e), shall mean a facility that provides immediate and short-term housing to homeless persons or families on a first-come, first-serve basis where the individual(s) must vacate the facility each morning and have no

guaranteed bed for the next night. No individual or household may be denied emergency shelter because of inability to pay.

Sec. 26.2.5. Definitions (F-G).

First Amendment Protected Uses shall mean those uses with legal precedent to be protected by the First Amendment to the United States Constitution, specifically those uses constitutionally protected due to “freedom of association” in the form of intimate association (“intimate human relations”) or expressive association (“engaging in those activities protected by the First Amendment – speech, assembly, petition for the redress of grievances, and the exercise of religion”). First Amendment Protected Uses shall include but not be limited to Adult or Sexually Oriented Businesses and Tattoo Parlors.

Floor Area shall mean the total horizontal area of all floors contained within the exterior walls of all Buildings, measured by the exterior dimensions of the Building, on a Lot. It shall include elevated storage areas and platforms, walkways, and similar interior structures or facilities used to provide access to such storage areas, but not where the same are used to provide access solely to machinery or equipment and are not normally occupied, except to maintain the equipment. Outdoor dining areas and balconies shall be considered floor area for determining the required parking and loading requirements. It shall not include Awnings, or Garages that are required parking for a Permitted Residential Use.

Floor Area Ratio shall mean the ratio of the Floor Area of all Buildings on a Lot to the buildable area of that Lot.

Force Majeure shall mean an event that is not within the control of the owner of the Property, including, without limitation, earthquake, flood, fire, and acts of war or terrorism.

Freight Terminal shall mean any Lot, Building, or portion thereof where goods or freight, excluding perishable goods, are transferred or redistributed from one vehicle to another; provided, however, that such use in connection with the operation of a Warehouse Use or Cold Storage Warehouse shall not be deemed to be a Freight Terminal. A Freight Terminal shall not include any use involved in the storage of products for more than 72 hours. (For products stored longer than 72 hours, see “Warehouse Use”).

Fueling Station shall mean any establishments engaged in the retail sale of gasoline, diesel, and alternative fuel, lubricants, parts, and accessories, that may include accessory minor maintenance and repair of automobiles and light trucks, vans, or similar size vehicles (i.e., vehicles that have gross vehicle weights less than 10,000 pounds). Minor repair does include body and fender work.

Garage shall mean a structure or portion of a structure completely enclosed by walls or doors on all sides that is designed or used to shelter one (1) or more Parking Spaces.

Sec. 26.2.6. Definitions (H-I).

Hazardous Waste Facility shall mean any facility or location which has a primary function to store or process, treat, transfer, dispose of, or recycle all substances defined as hazardous waste, acutely hazardous waste, extremely hazardous waste, or biohazardous waste as defined by the State of

California in Health and Safety Code Sections 25110.02, 25115, 25117, and 117635 or in any amendments to or recodifications of such statutes. The definition shall not include the storage, use, generation, recycling, or disposal of hazardous materials as a secondary effect, product, or input of a Permitted Use on the same Lot as the Permitted Use.

Hotel shall mean any building containing two (2) or more individual rooms or suites of rooms intended or designed to be used, or which are used, rented, or hired out to be occupied for sleeping or housing purposes by guests. Hotels include motels, boarding houses, rest homes, sanitariums, dormitories, and any other structure or Building other than a Residence or Emergency Shelter used for the housing or sleeping of humans.

Incidental Use shall mean a use that is in connection with a Person's Permitted Use, as further described in Section 26.4.1-4(a), "Incidental Use," such as office space, design area or showroom space, that occupies more than twenty percent (20%) but less than fifty percent (50%) of the gross Floor Area occupied by the Person's Permitted Use. Incidental Use shall not include a Retail Use, but may include mail-order or internet sales in connection with a Permitted Use.

Industrial Gas Manufacturing shall mean the separation of the constituents of air into liquid or gaseous form for storage, transport, or cylinder filling, and the distribution and sale of those products, as well as other related welding gases.

Industry or Industrial Use shall mean the manufacture or production of any saleable article, substance, or commodity, so long as the process adds substantial value to the article, substance, or commodity, and shall not include tasks primarily consisting of collecting, sorting, shipping, distributing, or inspecting goods from or in a warehouse or terminal. Industrial Use includes uses ancillary to the manufacturing or production process, such as storage, use, generation, and disposal of hazardous materials (as defined in federal and state laws and regulations) incidental to a manufacturing or production process; recycling incidental to a manufacturing or production process; and use of space for Ancillary Use.

Sec. 26.2.7. Definitions (J-K).

Junk or Salvage Business shall mean an auto wrecker or any business dealing in, selling, distributing, or buying for resale scrap materials (that is, used or waste materials) that require processing or recycling to be useful, including, without limitation, metal, cloth, paper, glass, wood, cardboard, plastics, or comparable matter, including used consumer products, but shall not include a yard ancillary to an Industrial Use. Junk or Salvage Business shall not include a business that processes or recycles the scrap materials on-site as a Recycling Facility.

Sec. 26.2.8. Definitions (L).

Landscaping shall mean an area devoted to the growing of plants, including trees, shrubs, grasses, or groundcovers for the visual or aesthetic enjoyment of people. Landscaping may include synthetic turf, fountains or sculpture in a minor portion of the area.

Legal Nonconforming Building or Standards shall mean a Building or Ancillary Structure or portion thereof which was lawfully erected or altered and maintained but which, because of the application of this Chapter, no longer conforms to the regulations set forth in this Code applicable to

the Zone or Overlay Zone in which such Building or Ancillary Structure is located, including failure to comply with the Development Standards or Site Planning Standards applicable to such Zone or Overlay Zone.

Legal Nonconforming Use shall mean a use which was lawfully established and maintained but which, because of the application of this Chapter, no longer conforms to the regulations set forth in this Chapter applicable to the Zone or Overlay Zone in which such use is located.

Loading Space shall mean an off-street space that is maintained for the parking of a vehicle while loading or unloading merchandise or materials from the vehicle into a Building located on the same Lot as the space.

Lot shall mean a quantity or parcel of land in the possession of, or owned by, or recorded as the property of the same claimant or Person, and that is:

- (a) A parcel of real property when shown as a delineated parcel of land with a number or other designation on a tract or plat map recorded in the office of the County Recorder;
- (b) A parcel of land, the dimensions and boundaries of which are defined by a record of survey recorded pursuant to the provisions of the Subdivision Map Act of the State in the office of the County Recorder; or
- (c) A legal lot or parcel as defined in the California Subdivision Map Act.
- (d) Where parcels of land in the same ownership are separately legally described and are developed as permitted by this Code, such individual parcels shall be considered as separate Lots, but if a covenant that ties two or more Lots has been recorded, all of the tied Lots shall be treated as one Lot.

Sec. 26.2.9. Definitions (M-O).

Major Alteration or Repair shall mean a renovation, alteration, or repair for which the hard costs charged, incurred, or paid for such renovation, alteration, or repair, over a three year period, commencing when the permit, if required, is issued, or if no permit is required, when the physical portion of the renovation, alteration, or repair is commenced, equals or exceeds fifty percent (50%) of the current fair market value of all of the Buildings located on the same Lot. For purposes of this Chapter, the cost of the renovation, alteration, or repair shall exclude any costs incurred for environmental investigation, testing, and remediation. For purposes of this Chapter, current fair market value shall be determined based only on the value of the Building, and shall not include the value of the unimproved land, any personal property or equipment, or any parking lot or landscaping. Fair market value shall not include the cost or value of the contemplated renovation, alteration, or repair, and shall be determined without reference to damage caused by an event of Force Majeure, if any. If the owner and the City do not agree on the current fair market value, the parties shall rely on a current appraisal by an independent third party MAI appraiser having at least five (5) years' commercial real estate appraisal experience in the Los Angeles, California metropolitan area, obtained by the owner, at the owner's expense.

Manure Fertilizer Business shall mean a business dealing in, buying, selling, handling, processing, or storing of manure; provided, however, that ***Manure Fertilizer Business*** shall not mean or include: (a) the storage and drying, grinding, and grading of manure upon the Property where the same is produced as a result of or in connection with the operation of any business permitted in the S Overlay Zone; (b) manufacture of chemical fertilizers; or (c) fertilizer generated from sludge.

Marijuana Dispensary, Store, Co-op, or Cultivation Operation shall mean and include any location, structure, facility, residence, or similar to the same used, in full or in part, as a place at or in which marijuana is sold, traded, exchanged, bartered for in any way, made available, located, stored, placed, planted, cultivated, or processed, including any of the foregoing if used in connection with the delivery of marijuana.

Massage Parlor – shall mean any establishment, where, for any form of consideration, massages, alcohol rub, fomentation, electric or magnetic treatment, or similar treatment or manipulation of the human body is administered, unless such treatment or manipulation is administered by a medical practitioner, chiropractor, acupuncturist, physical therapist or similar professional person licensed by the state of California. This definition does not include an athletic club, health club, school, gymnasium, state licensed cosmetology or barber establishment, reducing salon, spa or similar establishment where massage or similar manipulation of the human body is offered as an incidental or accessory service.

Master Plan of Streets shall mean the Master Plan of Streets of the City of Vernon.

Minor Alteration or Repair shall mean a renovation, alteration, or repair for which the hard costs charged, incurred, or paid for such renovation, alteration, or repair, over a three year period, commencing when the permit, if required, is issued, or if no permit is required, when the physical portion of the renovation, alteration, or repair is commenced, does not equal or exceed fifty percent (50%) of the current fair market value of all of the Buildings located on the same Lot. For purposes of this Chapter, the cost of the renovation, alteration, or repair shall exclude any costs incurred for environmental investigation, testing, and remediation. For purposes of this Chapter, current fair market value shall be determined based only on the value of the Building, and shall not include the value of the unimproved land, any personal property or equipment, or any parking lot or landscaping. Fair market value shall not include the cost or value of the contemplated renovation, alteration, or repair, and shall be determined without reference to damage caused by an event of Force Majeure, if any. If the owner and the City do not agree on the current fair market value, the parties shall rely on a current appraisal by an independent third party MAI appraiser having at least five (5) years' commercial real estate appraisal experience in the Los Angeles, California metropolitan area, obtained by the owner, at the owner's expense.

Minor Conditional Use Permit shall mean a discretionary permit granted by the Director for certain uses of Property not permitted of right because such uses require special review and may be subject to special conditions.

New Construction shall mean the construction of a new Building that is not attached to an existing Building.

Occupancy shall mean the purpose for which a Building, or part thereof, is used or intended to be used.

Offices shall mean uses where professional , administrative, or common business services are provided and which are not Ancillary Uses or Incidental Uses as defined by this Ordinance,, such as but not limited to real estate firms, medical and professional offices, stock brokerages, and bond and insurance firms.

Outdoor Advertising Structure shall mean any sign, logo, picture, transparency, mechanical device, billboard, or other representation (whether or not it includes words or logos) that is located off-site from the Property where the product or service is offered and is intended to attract attention to any commodity, good, product, or service for any business or non-profit purpose or entity. An Outdoor Advertising Structure shall not include any such sign or other structure that directs attention to the activity conducted, sold, or offered upon the Property where the sign or other structure is located.

Outdoor Storage and Activities shall mean any use of Property for purposes of temporary or permanent storage of raw materials, storage or display of finished products or other materials, and including installation or storage of equipment (whether operational in the business or not operational) that is located outside of a Building, except for parking of cars and trucks.

Sec. 26.2.10. Definitions (P-Q).

Parking Space shall mean a readily accessible space or area other than a street or alley that is permanently reserved, maintained, and accessible for the parking of one (1) motor vehicle.

Permitted Use shall mean a use that is permitted on a Lot, either by right as set forth in this Ordinance or by means of a Conditional Use Permit, Minor Conditional Use permit, Temporary Use Permit, or as a Legal Nonconforming Use.

Person shall mean an individual, entity, or governmental agency other than the City of Vernon.

Petroleum Refinery shall mean an establishment or plant primarily engaged in producing gasoline, kerosene, distillate fuel oils, residual fuel oils, lubricants, and other products from crude petroleum and its fractionation products through straight distillation, redistillation, cracking, or other processes.

Petroleum-Related Use shall mean an establishment or plant for the blending or processing of petroleum products but not including a Petroleum Refinery or Petroleum Storage Facility. Petroleum-Related Use does not include storage of fuel as an Ancillary Use to a Permitted Use.

Petroleum Storage Facility shall mean an establishment, including a tank farm, for keeping and storing gasoline, kerosene, distillate fuel oils, residual fuel oils, lubricants, and other petroleum products, but not including storage of fuel as an Ancillary Use. Petroleum-Related Use does not include storage of fuel as an Ancillary Use to a Permitted Use.

Property shall mean all adjacent Lots under common ownership.

Public Storage shall mean a structure or series of structures divided into small sections and used by the general public for storage of goods or materials.

Public Utilities shall mean facilities owned or operated by an entity that is not the City of Vernon, that is subject to governmental regulation such as the California Public Utilities Commission, and that

provides an essential commodity or service such as water, power, transportation, or communication to the public. It shall include electrical substations, water or wastewater treatment plants, and similar facilities of public agencies or public utilities, but shall not include property used solely for telecommunications antennas, cell towers, and related equipment.

Sec. 26.2.11. Definitions (R).

Recycling Facility shall mean a facility that recycles used or waste materials, excluding Hazardous Waste, to convert and redistribute them, or a significant portion of them, as raw materials or to convert them and manufacture a product made wholly or partly from recycled materials, including a biodiesel facility. For these purposes, recycling shall mean a process involving reconstituting materials that would otherwise become waste and returning them to the economic mainstream in the form of raw materials for new reuses or reconstituted products which meet the quality standards necessary to be used in the marketplace. Recycling Facility does not include recycling activities undertaken as an Ancillary Use to a Permitted Use.

Religious Use shall mean use of a Lot for religious assemblies, institutions, or structures. Religious Use shall not include any Residence on the Lot.

Rendering Plant shall mean an establishment where one or more of the following items is cooked, melted down, extracted, clarified, or otherwise processed to produce oil, tallow, grease, fertilizer (other than fertilizer from manure), animal feed, or ash: carcasses of animals or fowl, dead animals or fowl, fish, blood, offal, bones, meat, animal or vegetable fat, feathers, food scraps or waste, and other animal, fowl, or fish byproducts. Rendering Plant shall not include an establishment exclusively producing fats, oils, lard, or similar products for human consumption; nor, a rendering process in connection with and incidental to a slaughterhouse, abattoir, packing plant, or similar establishment producing food for human consumption.

Residence shall mean and include one or more rooms in a Building managed or used as living quarters, including, without limitation: a Building or Buildings used as a single-family dwelling or a multi-family dwelling; a Building or Buildings used as a live-in treatment facility, substance abuse center, half-way house, or home for senior citizens, disabled persons, or other residential care facilities; and dwelling units reserved for use by a resident owner, caretaker, watchman, emergency personnel, or maintenance personnel. Emergency Shelter is specifically excluded from this definition.

Residential Use shall mean the development and use of a property exclusively with a Residence or Residences, and any accessory uses or Buildings customarily associated with a Residence, such as but not limited to private recreational facilities, private open space, and on-site support facilities to residents of the property.

Retail Use shall mean a business providing the point of final sale of goods directly to customers, including, without limitation, restaurants and coffee shops, grocery stores, and vehicle sales. Retail Use shall not include mail-order or internet sales.

Right-of-way shall mean the planned future ultimate width of a Street as determined by the Master Plan of Streets.

Sec. 26.2.12. Definitions (S).

Salvage Yard – see **Junk or Salvage Business**.

Server Farm – see **Data Center**.

Site Planning and/or Site Development Standards shall mean the land use standards described in Section 26.4.1-8, “Site Planning Standards,” and/or site planning standards identified for individual Overlay Zones in this Chapter.

Slaughtering shall mean the industrial process of butchering animals and dressing and preparing the products of their carcasses for food or other purposes.

Solid Waste Facility shall mean any facility or location that stores, processes, or transfers solid waste as defined in California Public Resources Code Section 40191, or in any amendments to or recodifications of such statute, and related regulations.

Sound Level shall mean the quantity in decibels measured by a sound level meter satisfying the requirements of American National Standards Specification for Sound Level Meters S1.4. The sound level meter shall be set at “**A**” weighting and at “**SLOW**” dynamic characteristic.

Special Event Permit shall mean a permit issued by the Vernon Fire Department for a short duration special event such as indoor or outdoor sales event of product normally stored or produced onsite, outdoor or indoor meeting, ground breaking ceremony, holiday or special occasion party or similar event.

Static Display shall mean the face of a sign or Outdoor Advertising Display that has a fixed, printed face and does not have a Digital Display.

Street shall mean (a) any public road or street (including a highway or freeway) or sidewalk owned or controlled by any governmental entity, or (b) any private recorded thoroughfare that affords a means of access to an abutting Lot.

Supportive Housing shall mean housing with no limit on length of stay that is occupied by the target population as defined in the California Health and Safety Code Section 50675.14, and that is linked to on-site or off-site services that assist tenants to retain the housing, improve their health status, maximize their ability to live, and when possible, to work in the community.

Sec. 26.2.13. Definitions (T).

Tattoo Parlors shall mean establishments whose principal business activity is one or more of the following: (a) using ink or other substances that result in the permanent coloration of the skin through the use of needles or other instruments designed to contact or puncture the skin; or (b) creation of an opening in the body of a person for the purpose of inserting jewelry or other decoration. Tattoo Parlors are considered a First Amendment Protected Use.

Telecommunications Antenna shall mean a physical device or system through which electromagnetic, wireless telecommunications signals authorized by the Federal Communications Commission are transmitted or received.

Temporary Use Permit shall mean a permit granted by an authorized agent of the City for certain uses of Property not permitted of right because such uses might not meet the normal development or use standards of the applicable zone, but may otherwise be acceptable because of their temporary nature.

Trade School shall mean a facility or teaching unit designed to educate an adult on the skills needed to perform a specific job, apprentice education, and similar training.

Trailer shall mean any vehicle or structure having no foundation other than wheels, blocks, skids, jacks, horses, or skirting, and which is, has been, or reasonably may be equipped with wheels or other devices for transporting the structure from place to place whether by motor power or other means. The term Trailer shall include camp car, house car, mobile home, camper, recreational vehicle (RV), or other vehicle whose uses may include cooking or sleeping.

Trailer Park shall mean any Lot or portion thereof used or designed to accommodate two (2) or more Trailers used for housekeeping or sleeping or living quarters, and such definition shall include trailer courts, mobile home courts, and mobile home parks.

Transitional Housing shall mean temporary rental housing with length of stay that ranges between six (6) months to two (2) years for homeless individuals or families who are transitioning to permanent housing, operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time.

Transportation-Related Use shall mean any use that is the same or similar to a Freight Terminal or Truck Terminal, or that supports the movement of goods or people, such as taxi dispatch. A Transportation-Related Use shall not include a public Street or railroad Right-of-way.

Trash to Energy Facilities shall mean the process of creating energy in the form of electricity or heat from waste conversion.

Truck Terminal shall mean any Lot, Building, or portion of a lot or a building used primarily for the storage, maintenance, repair, or servicing of highway-type vehicles carrying persons or property including, but not limited to, trucks and buses. Truck Terminal does not include parking of vehicles in connection with a Permitted Use or repairing or maintaining vehicles used in connection with a Permitted Use on the same Lot as the Permitted Use.

Sec. 26.2.14. Definitions (U-V).

Urgent Care Facility shall mean a facility used to provide medical screenings or to treat patients who have an injury or illness that requires immediate care, but is not serious enough to warrant a visit to a hospital emergency room.

Variance shall mean an exception to the required Development Standards or Site Planning Standards applicable to a Property granted by the City Council based on the criteria and findings set forth in Section 26.6.2, “Variances.”

Vibration shall mean discrete ground movement as measured by peak particle velocity in inches per second.

Sec. 26.2.15. Definitions (W-Z).

Warehouse Use shall mean a Building or portion thereof used primarily for the storage of saleable goods or raw materials to be incorporated into saleable goods (including storage for distribution to other locations for wholesale or retail sale), but not including a Cold Storage Warehouse. The storage of scrap materials shall not constitute a Warehouse Use.

Wholesale Use shall mean a Building or part of a Building used primarily for the storage and distribution of merchandise that is sold in large volumes to retailers or other professional businesses, but not to a standard retail consumer. Wholesale Use includes the storage and distribution of merchandise for more than 72 hours. The storage and sale of scrap materials shall not constitute a Wholesale Use.

Zone and Overlay Zone shall mean a section of the City to which regulations governing the use, area, size of Buildings and Ancillary Structures, and other uniform regulations apply.

Zoning Map shall mean the Comprehensive Zoning Map of the City of Vernon, as further described in Section 26.3.2, “Comprehensive Zoning Map.”

Article III. Zone and Overlay Zones.

Sec. 26.3.1. Zone and Overlay Zones of the City.

Sec. 26.3.1-1. Establishment of Zone and Overlay Zones. As a result of its commitment to making property available for Industrial Use and to carry out the purposes and provisions of this Chapter, the entire City of Vernon is hereby zoned for General Industry (I Zone). All property within the City is located within the General Industry Zone (the I Zone), and must conform to the standards of use and the Development Standards and Site Planning Standards for the I Zone. Within the I Zone, special categories of Overlay Zones have been established for the purpose of allowing special uses that are not otherwise permitted within the City. The Zone and the Overlay Zones are designated as follows, and either the name or the symbol may be used to refer to the General Industry Zone (the I Zone) or any of the Overlay Zones. The boundaries of each of the Overlay Zones are set forth in detail on the Zoning Map.

The I Zone is the General Industry Zone.

The Overlay Zones are:

- C-1** - Commercial-1 Overlay Zone
- C-2** - Commercial-2 Overlay Zone
- E** - Emergency Shelter Overlay Zone
- H** - Housing Overlay Zone
- R** - Rendering Overlay Zone
- S** - Slaughtering Overlay Zone
- T** - Truck and Freight Terminal Overlay Zone

Sec. 26.3.1-2. Uses Permitted of Right. It is the City's intent to provide an acceptable location within the County of Los Angeles for Industrial Uses, including those that may not be compatible with land use elsewhere in much of the County. As a result of this intent and the City's pervasive industrial environment, Industrial Uses are permitted in the I Zone and each of the Overlay Zones. Certain non-Industrial Uses are permitted in the I Zone in accordance with Section 26.4.1-2, "Uses Permitted of Right," *et seq.* Certain non-Industrial Uses may be permitted in the C-1, C-2, E, H, R, S, and T Overlay Zones, as set forth in the descriptions of the uses permitted in those Overlay Zones.

Sec. 26.3.1-3. Uses that Require a Conditional Use Permit. All uses that are not specifically permitted under this Chapter and are not specifically prohibited by this Chapter require a Conditional Use Permit or other entitlement as may be specified in this Chapter.

Sec. 26.3.1-4. Prohibited Uses. Uses that are prohibited in Section 26.4.1-5, "Uses That Are Prohibited or Limited," shall not be permitted in any Zone or other Overlay Zone and are not be eligible for a Conditional Use Permit or other entitlement, in any Zone or other Overlay Zone.

Sec. 26.3.1-5. Determination of Category of Use. The Director shall have the authority to determine if a proposed use is substantially similar to a use that is permitted of right and may therefore be located in the City or in a particular Overlay Zone. If the Director determines that a use is not

specifically prohibited, is not permitted of right, or is substantially similar to a use that is permitted of right and may not otherwise be permitted through another entitlement process, the owner or applicant shall have the right to apply for a Conditional Use Permit or a Minor Conditional Use Permit in accordance with Sections 26.6.3, “Conditional Use Permit,” and 26.6.4, “Minor Conditional Use Permit.”

Sec. 26.3.1-6. Legal Nonconforming Uses. Notwithstanding the terms of this Ordinance, uses that were in existence and permitted of right or by use of a Conditional Use Permit prior to the effective date of this Ordinance shall be permitted to remain on the Lot on which they are currently located, as Legal Nonconforming Uses in accordance with the terms of Section 26.5.3, “Legal Nonconforming Status,” and in accordance with their existing Conditional Use Permit, if applicable.

Sec. 26.3.2. Comprehensive Zoning Map.

A part of this Chapter is a Map that shows the location and boundaries of the various Overlay Zones established by this Chapter. This Map shall be known, cited, and referred to as the **“Comprehensive Zoning Map of the City of Vernon”** and may be referred to in this Chapter as the Zoning Map. Said Zoning Map, together with all notations, references, and other information shown thereon, is the official zoning map of the City of Vernon and shall be as much a part of this Chapter as if the matters and information set forth by said Zoning Map were all fully described herein. Copies of the Zoning Map are on file with the Department of Public Works, Water, and Development Services and are available on request. In the event of a conflict between the terms of this Chapter and the Zoning Map, the terms of this Chapter shall control.

Sec. 26.3.3. Uncertainty as to Overlay Zone Boundaries.

Where uncertainty exists with respect to the boundaries of any of the Overlay Zones, as shown on the Zoning Map, the determination of the City Council as to the location thereof shall be final and conclusive. Any decision regarding the boundaries of an Overlay Zone shall follow the then existing Lot lines.

Sec. 26.3.4. Keeping of Zoning Map.

The City Clerk shall keep a true and correct copy of the current Zoning Map at his or her office in the City Hall of the City. At the end of each calendar year, or more often at the direction of the City Clerk, said Zoning Map shall be revised to reflect all Amendments to this Chapter or the Zoning Map.

Sec. 26.3.5. Non-Applicability to City of Vernon.

Except as otherwise required by law, the requirements of this Chapter, and of the General Plan, do not apply to actions taken by the City to use or authorize the use of property that it owns or controls.

Article IV. Zones, Permitted Uses, Development Standards, and Site Planning Standards.

Sec. 26.4.1. General Industry (I) Zone.

Sec. 26.4.1-1. Purpose and Intent.

- (a) The General Industry (I) Zone is intended to provide for the orderly development and operation of most types of Industrial Use and to promote the concentration of such uses in a manner that will foster mutually beneficial relationships with each other. The regulation of uses and establishment of Development Standards and Site Planning Standards set forth in the I Zone are those deemed necessary to promote the orderly operation and efficient functioning of the City. The right to use and maintain Legal Nonconforming Uses and Legal Nonconforming Building and Standards in the I Zone and all Overlay Zones are governed by Section 26.5.3, “Legal Nonconforming Status.”
- (b) Residential Uses are permitted only in the H Overlay Zone.
- (c) Commercial Use and Retail Use are permitted only in the C-1 and C-2 Overlay Zones.
- (d) First Amendment Protected Uses and Religious Uses are only permitted in the C-2 Overlay Zone.
- (e) Emergency Shelters are permitted only in the E Overlay Zone.
- (f) Rendering Plants are permitted only in the R Overlay Zone.
- (g) Slaughtering is permitted only in the S Overlay Zone.
- (h) Hazardous Waste Facilities, Solid Waste Facilities, Truck Terminals, Freight Terminals, and/or Transportation-Related Uses are permitted only in the T Overlay Zone.
- (i) Fueling Stations are permitted only in the C-1, C-2 and T Overlay Zones.
- (j) All of the above uses that are permitted in specified Overlay Zones are not permitted in other areas of the I Zone, and are not eligible for a Conditional Use Permit or Minor Conditional Use Permit in other areas of the I Zone, even if they are less intensive uses than the Permitted Uses within the I Zone or an Overlay Zone,
- (k) All of the above uses that are permitted in specified Overlay Zones are subject to the standards and regulations outlined for the Overlay Zone in which they are located.
- (l) Uses that are prohibited under this Chapter, even if less intensive than the Permitted Uses, shall not be permitted in the I Zone or any Overlay Zone. Determination of whether uses fit within the definition of Permitted Uses shall be in the discretion of the Director, as described in Section 26.3.1-5, “Determination of Category of Use.”

Sec. 26.4.1-2. Uses Permitted of Right. The following uses of Buildings and land are permitted of right in the I Zone.

- (a) Industrial Use.
- (b) Data Centers.
- (c) Cold Storage Warehouses.
- (d) Industrial Gas Manufacturing.
- (e) Telecommunications Antenna and Cell Towers.
- (f) Warehouse Use (other than Cold Storage Warehouses).
- (g) Wholesale Use.
- (h) Ancillary Use. Each occupant or user on the Property and each tenant in a multi-tenant Building shall be permitted to dedicate a portion of that Person's space to an Ancillary Use in connection with that Person's Permitted Use, if the following criteria are satisfied:
 - (1) The Permitted Use for such Person is that Person's majority use.
 - (2) The Ancillary Use is located upon the same Lot as that Person's Permitted Use.
 - (3) The Ancillary Use is used solely and exclusively by the Person for that Person's Permitted Use.
 - (4) Ancillary Use includes offices and showrooms ancillary to the Permitted Use, but does not include the right to sell at retail (Ancillary Retail Use), but does include the right to sublease to a separate tenant office space only within an existing office area. Ancillary Use does not include Outdoor Storage and Activities.
 - (5) The cumulative total area dedicated to all Ancillary Uses (including any Ancillary Retail Use permitted with a Minor Conditional Use Permit) shall not exceed twenty percent (20%) of the gross floor area occupied by a Permitted Use.
- (i) Any activity or use undertaken by the City.

Sec. 26.4.1-3. Uses That May Be Permitted by Conditional Use Permit. Uses that are not specifically permitted pursuant to Section 26.4.1-2, “Use Permitted of Right,” and are not specifically prohibited by Section 26.4.1-1, “Purpose and Intent,” or Section 26.4.1-5, “Uses That Are Prohibited or Limited,” or Section 26.4.1-6, “Uses That May Constitute Legal Nonconforming Use” may be permitted in the I Zone only with a Conditional Use Permit. Without limiting the generality of the foregoing, the following uses require a Conditional Use Permit:

- (a) Refineries.
- (b) Generating facilities, power plants, cogeneration facilities.
- (c) Trash to Energy Facilities.
- (d) Petroleum Related Uses, Petroleum Storage Facilities.
- (e) Recycling Facilities.
- (f) Trade Schools.
- (g) Public Utilities.

Sec. 26.4.1-4. Uses That May Be Permitted by Minor Conditional Use Permit. The uses set forth in this Section 26.4.1-4, may be permitted in the I Zone with a Minor Conditional Use Permit.

- (a) Incidental Use. Each occupant or user on the Property and each tenant in a multi-tenant Building shall be permitted to dedicate a portion of that Person’s space to an Incidental Use in connection with that Person’s Permitted Use, if a Minor Conditional Use Permit is approved and the following criteria are satisfied:
 - (1) The Permitted Use for such Person is that Person’s majority use;
 - (2) The Incidental Use is located upon the same Lot as that Person’s Permitted Use.
 - (3) Incidental Use includes offices, design areas and showrooms related to the Permitted Use, but does not include the right to sell at retail. Incidental Use does not include Outdoor Storage and Activities.
 - (4) The cumulative total area dedicated to all Incidental and Ancillary Uses (including Ancillary Retail Uses) shall not exceed fifty percent (50%) of the gross floor area occupied by a Permitted Use.
- (b) Ancillary Retail Use. Each occupant or user on the Property and each tenant in a multi-tenant Building shall be permitted to dedicate a portion of that Person’s space to an Ancillary Retail Use in connection with that Person’s Permitted Use, if the following criteria are satisfied:
 - (1) The Permitted Use for such Person is that Person’s majority use;

- (2) The Ancillary Retail Use is located upon the same Lot as that Person's Permitted Use and sufficient parking is provided.
- (3) The Ancillary Retail Use is used solely and exclusively by the Person for that Person's Permitted Use and the sell at retail is only for products manufactured onsite or products imported and stored in bulk as part of the Person's Permitted Use.
- (4) Ancillary Retail Use includes the right to sell at retail any day week but does not include Outdoor Storage and Activities including the outdoor display of merchandise.
- (5) The cumulative total area dedicated to all Ancillary Uses (including any Ancillary Retail Use) shall not exceed twenty percent (20%) of the gross floor area occupied by a Permitted Use.

Sec. 26.4.1-5. Uses That Are Prohibited or Limited.

- (a) No Motel, Hotel, Trailer, or Trailer Park is permitted in any Zone or Overlay Zone. The provisions of this Section do not apply to portable units which (a) have been acknowledged in writing by the owner or user to be units that are to be used temporarily and solely in connection with a construction project on the same Lot by persons who have a separate existing, permanent Residence, (b) have received written approval from the Director for such temporary usage, and (c) are not used for bathing or sleeping. The provisions of this Section do not apply to Trailers used solely to move goods.
- (b) No Marijuana Dispensary, Store, Co-op, or Cultivation Operation is permitted in any Zone or Overlay Zone.
- (c) No Convention and Entertainment Venue is permitted in any Zone or Overlay Zone.

Sec. 26.4.1-6. Uses That May Constitute Legal Nonconforming Use. The following uses are not permitted in any Zone or Overlay Zone, except that any such use that exists as of the effective date of this Ordinance may be maintained as a Legal Nonconforming Use, subject to the terms of Section 26.5.3, "Legal Nonconforming Status."

- (a) Community Facilities
- (b) Bars
- (c) Junk or Salvage Business
- (d) Public Storage (including mini-storage) facilities
- (e) Manure Fertilizer Business
- (f) Contractor's Yard

- (g) Residences located outside of the H Overlay Zone
- (h) Freight Terminals, Solid Waste Facilities, Truck Terminals, Transportation-Related Use, or Hazardous Waste Facilities located outside of the T Overlay Zone
- (i) Commercial or Retail Uses located outside of the C-1 or C-2 Overlay Zones
- (j) Slaughtering located outside of the S Overlay Zone
- (k) Rendering Plants located outside of the R Overlay Zone
- (l) Fueling Stations located outside of the C-1, C-2 and T Overlay Zones

Sec. 26.4.1-7. Development and Performance Standards. The following development and performance standards (Development Standards) apply to all Buildings, Ancillary Structures, land, uses, and businesses in the I Zone.

- (a) All Buildings, Ancillary Structures, land, uses, and businesses in the I Zone must comply with the following Development Standards at all times.
 - (1) ***Fire, Explosion, and Environmental Hazards.*** All storage of, and activities involving, hazardous, flammable, or explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion and with adequate fire-fighting and fire-suppression equipment and devices that meet the standards and requirements of the Vernon Fire Department, as such standards and requirements may change from time to time. The storage of or activities involving acutely hazardous materials above the exempt amount, as established by the State of California Fire Code, shall not be permitted within five hundred (500) feet of the outside property line of a school site for students grades kindergarten through twelfth (12th) grade.
 - (2) ***Radioactivity and Electrical Disturbances.***
 - (i) Except with the prior approval of the City Council as to specific uses, the use of radioactive materials within any Zone or Overlay Zone shall be limited to measuring, gauging, and calibration devices, and tracer elements in X-ray and like apparatus. In no event shall radioactivity, when measured at any point along any Lot line, be in excess of two and seven-tenths (2.7) by ten (10) to the eleventh (11th) power microcuries per milliliter of air at any moment of time.
 - (ii) Radio and television and other telecommunications transmitters shall be operated at the regularly assigned wavelengths (or within the authorized tolerances therefor) as assigned thereto by the appropriate governmental agency. All electrical and electronic devices and equipment shall be suitably wired, shielded, and controlled so that in operation they shall not, beyond any point along any Lot line, emit any electrical impulse or wave which will adversely affect the operation and control of any other electrical or electronic device or equipment.

- (3) ***Outdoor Storage and Activities.*** Outdoor Storage and Activities (other than off-street parking and loading, which are governed by Section 26.5.1, “Off-Street Parking and Loading Facilities”) are permitted only in compliance with the following requirements:
- (i) No materials or wastes may be deposited on a Lot in such form or manner that they may be transferred off the Lot by natural causes or forces.
 - (ii) Wastes which might cause fumes or dust, which constitute a fire hazard, or which may be edible by or otherwise attractive to rodents or insects shall be stored only in closed containers in required enclosures.
 - (iii) Outdoor Storage and Activities of all materials, products, and inoperative equipment shall be screened or otherwise hidden so as not to be visible from the Street; however, the screen shall not exceed ten (10) feet in height as measured from grade level. The screen shall be maintained in good repair. Operational equipment used in the business located on the Lot is not required to be screened.
 - (iv) A minimum six-foot high screening wall shall be provided on the interior lot lines of any lot with outdoor storage and activities that abuts a Lot with an existing Residential Use or any Lot that is zoned for Residential Use. Screening walls shall follow the lot line of the Lot to be screened, or shall be so arranged within the boundaries of the Lot so as to substantially hide the outdoor storage and activities from adjoining residential properties.
 - (v) No Outdoor Storage and Activities are permitted on any area of a Lot that is required to be available for fire department access, as such access requirements are set forth in the Code.
 - (vi) Outdoor Storage and Activities, including operational equipment used in the business located on the Lot, shall not occur if such usage would result in a reduction or elimination of the parking, loading, or maneuvering required for the Permitted Use located on the property unless approved by the Director pursuant to Section 26.5.1-6(q), “Reduction in Required Parking Spaces.” Outdoor Storage and Activities existing on the effective date of this Ordinance that violate these provisions may be continued as a legally nonconforming usage for the period described in Section 26.5.3-2(e).
- (4) ***Weed and Debris Abatement.*** All landscaped areas (on the Property, as well as contiguous planted areas within the public Right-of-way) shall be kept free from weeds, overgrown grass and shrubbery, and debris. Any diseased, dead, damaged, or decaying plant materials shall be removed.

- (5) **No Vehicular Encroachment.** No vehicle (including a truck trailer) when parked or stopped on a Lot shall extend into the Right-of-way.
- (b) All Buildings, Ancillary Structures, land, and businesses in the I Zone must comply with the following Development Standards upon a Change of Use or upon the occurrence of an event described in Table 26.5.3-3 Right to Continue Nonconforming Uses and Buildings that requires compliance with the Development Standards.
 - (1) **Vibration.** Upon a Change of Use or the occurrence of an event described in Table 26.5.3-3 Right to Continue Nonconforming Uses and Buildings that requires compliance with the Development Standards, all of the businesses located on the Lot shall be operated so that, cumulatively with existing Vibrations of all new and existing equipment of all businesses on the Lot, the steady ground Vibration inherently and recurrently generated shall not exceed four hundredths of one inch (0.04) per second particle velocity when measured at any point along the Lot line of the Lot on which the source of the Vibration is located. The cumulative effect of Vibrations in excess of four hundredths (0.04) of one inch measured at any point along the Lot line on which the source of the Vibration is located shall be permitted only with a Conditional Use Permit.
 - (2) **Noise.** Upon a Change of Use or the occurrence of an event described in Table 26.5.3-3 Right to Continue Nonconforming Uses and Buildings that requires compliance with the Development Standards, all of the businesses located on the Lot shall be operated in compliance with the following noise standards.
 - (i) The following noise standards, unless otherwise specifically indicated, shall apply to all Lots within the designated noise zones, measured cumulatively with existing noise from all businesses on the Lot.

Table 26.4.1-7(b)(2)
Noise Standards

Noise Zone	Time Interval	Allowable Exterior Noise
Lots located within one tenth (1/10) of a mile of any residence or school located in Vernon or abutting communities.	10:00 P.M. to 7:00 A.M.	60 dBA
	7:00 A.M. to 10:00 P.M.	65 dBA
All other Lots	Any time	75 dBA

- (ii) No Person, in any location within the City, shall create any noise, or allow the creation of noise, on any Lot owned, leased, occupied or otherwise controlled by such Person which causes the cumulative noise level when measured at any point along the Lot line of the Lot on which the source of the noise is located to exceed:

- (A) The applicable noise standard for a cumulative period of more than thirty (30) minutes in any hour; or
 - (B) The applicable noise standard plus five (5) dBA for a cumulative period of more than fifteen (15) minutes in any one hour; or
 - (C) The applicable noise standard plus ten (10) dBA for a cumulative period of more than five (5) minutes in any hour; or
 - (D) The applicable noise standard plus fifteen (15) dBA for a cumulative period of more than one (1) minute in any hour; or
- (iii) In the event the ambient noise level exceeds any of the noise limit categories set forth in subsections (A), (B), or (C) of subsection 2(ii) of this Section, the cumulative period applicable to such category shall be increased to reflect the ambient noise level, plus 5 dBA.
 - (iv) If a Lot is located on a boundary between two (2) different noise zones, the noise level standard applicable to the quieter noise zone shall apply.
 - (v) If the noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the Lot's designated noise zone for the time of day the noise level is measured.
 - (vi) Any noise source in excess of the standards set forth herein shall be permitted only with a Conditional Use Permit.
- (3) **Water Usage.** No Person shall increase water demand and usage associated with any Property by more than five hundred (500) acre-feet from the prior calendar year except with a Conditional Use Permit.

Sec. 26.4.1-8. Site Planning Standards. The following Site Planning Standards shall apply to all Buildings, Ancillary Structures, land, uses, and businesses in the I Zone. Legal Nonconforming Uses and Legal Nonconforming Buildings or Standards are required to comply with the Site Planning Standards at the time of the occurrence of an event described in Table 26.5.3-3 Right to Continue Nonconforming Uses and Buildings that requires compliance with the Site Planning Standards.

- (a) **Building Intensity.** The total gross Floor Area of all Buildings on any Lot shall not exceed a Floor Area Ratio (FAR) of 2:1.
- (b) **Off-Street Parking and Loading.** Off-street parking and loading facilities shall be provided in accordance with the provisions of Section 26.5.1, "Off-Street Parking and Loading Facilities."
- (c) **Building Setback.** Every Building or Structure shall be set back not less than fifteen (15) feet from the curb face, as shown on the Master Plan of Streets. The Director

shall designate the distance from the center of the Street in any case in which the planned future ultimate width of a Street is not specified or a Street is not symmetrical.

- (d) **Ancillary Structure Setback.** Where a Lot or parcel of land in any Zone or Overlay Zone abuts a Street as shown on the Master Plan of Streets, every Ancillary Structure on such Lot or parcel shall be set back as follows: (1) if the Ancillary Structure is equal to or greater than twenty (20) feet in height, it shall be set back not less than fifteen (15) feet from the curb face, as shown on the Master Plan of Streets; and (2) if the Ancillary Structure is less than twenty (20) feet in height, it shall be set back not less than to the ultimate planned right of way width of the street as shown on the Master Plan of the Streets, except in no case shall the structure be set back less than eight (8) feet from the curb face, as shown on the Master Plan of Streets. The Director shall designate the distance from the center of the Street to the curb face in any case in which the Master Plan of Streets does not specify a planned future ultimate width from curb to curb or a Street is not symmetrical.
- (e) **No Encroachment.** Except as otherwise provided in Chapter 22 Streets and Sidewalks Article VI Encroachments Section 22.32 Encroachment to be authorized by license before issuance of permit; exceptions of the Code, no Building or Ancillary Structure shall encroach into the planned future ultimate width of a Street.
- (f) **Barriers.** Where parking, loading, or maneuvering areas adjoin a Street or Streets, a twelve (12) gauge wrought iron fence not less than eight (8) feet in height, a masonry or concrete wall not less than thirty (30") inches in height, or a landscaped area a minimum of four (4) feet in width measured from the property line, or an equivalent protective device as approved by the Director, shall be established along such full frontage, except at driveways, walkways, or other openings where such are necessary. Where a barrier or a landscaped area adjoins a driveway, a ten-inch (10") concrete-filled steel pipe or equivalent protective device shall be installed on driveways used for trucks, and an eight inch (8") concrete filled steel pipe or equivalent protective device shall be installed on driveways used exclusively by automobiles.
- (g) **Minimum Lot Size.** Except in the C-1 and C-2 Overlay Zones, no new Lot shall be established for any use in the I Zone unless the Lot is at least one acre in size and complies with Code Section 28.28, "Lots to Conform to Minimum Requirements."
- (h) **Trash Enclosures.** All trash disposal areas shall be enclosed on three (3) sides, shall have two (2) block walls and one (1) lockable gate. The gate's overall height shall be a minimum of six (6) feet; its overall width shall be a minimum of eight (8) feet. All block walls shall be a minimum six (6) feet tall.

Sec. 26.4.2. Commercial-1 (C-1) Overlay Zone.

Sec. 26.4.2-1. Purpose and Intent. The purpose of the Commercial-1 (C-1) Overlay Zone is to accommodate at limited and specific areas of the City those business uses that complement and do not detract from the purposely established industrial character of the City. The C-1 Overlay Zone is intended to provide areas for the development of mercantile facilities, including Commercial Uses, Retail Uses, Offices, services, and business operations that would serve existing businesses and

surrounding uses by improving access to a greater range of facilities and services. The regulation of uses and establishment of Development Standards and Site Planning Standards set forth in the C-1 Overlay Zone are those deemed necessary to promote the orderly operation and efficient functioning of the City.

Sec. 26.4.2-2. Uses Permitted of Right in the C-1 Overlay Zone. Uses permitted of right in the I Zone are permitted of right in the C-1 Overlay Zone.

Sec. 26.4.2-3. Uses That May Be Permitted by Conditional Use Permit in the C-1 Overlay Zone. Uses permitted in the I Zone with a Conditional Use Permit may be permitted in the C-1 Overlay Zone subject to a Conditional Use Permit.

Sec. 26.4.2-4. Uses That May Be Permitted by Minor Conditional Use Permit. The uses set forth in this Section 26.4.2-4, “Uses That May Be Permitted by Minor Conditional Use Permit,” may be permitted in the C-1 Overlay Zone with a Minor Conditional Use Permit.

- (a) Commercial or Retail Uses.
- (b) Fueling stations.
- (c) Incidental Use, including the right to sell at retail, and Ancillary Retail Use.
- (d) Uses permitted with a Minor Conditional Use Permit in the I Zone.

Sec. 26.4.2-5. Development Standards and Site Planning Standards in the C-1 Overlay Zone.

- (a) The Development Standards of Section 26.4.1-7, “Development and Performance Standards,” Table 26.4.107(b)(2), “Noise Standards,” and Section 26.4.1-8, “Site Planning Standards,” shall apply to all newly constructed Buildings and Ancillary Structures, land, and uses in the C-1 Overlay Zone.
- (b) New uses in existing Buildings in the C-1 Overlay Zone shall be required to comply with the Development Standards of Section 26.4.1-7, “Development and Performance Standards.” No new Lot shall be established for any use in the C-1 Overlay Zone unless the Lot is at least twenty-five thousand (25,000) square feet in size and complies with Code Section 28.28, “Lots to Conform to Minimum Requirements”.
- (c) All parcels and Lots located in the C-1 Overlay Zone shall dedicate a minimum of five percent (5%) of the gross square footage of the Lot to irrigated Landscaping that is visible from the Street.
- (d) The City Council may impose as part of the Conditional Use Permit, or the Director may impose as part of the Minor Conditional Use Permit, any other requirements as are reasonably necessary to protect nearby owners and occupants from traffic, noise, odor, dust, and similar concerns.

Sec. 26.4.3. Commercial-2 (C-2) Overlay Zone.

Sec. 26.4.3-1. Purpose and Intent. The purpose of the Commercial-2 (C-2) Overlay Zone is to accommodate at limited and specific areas of the City those uses that may ordinarily conflict with the purposely established industrial character of the City. The C-2 Overlay Zone is intended to provide areas for the development of commercial and retail facilities, including Commercial Uses, Retail Uses, Offices, services, and business operations, at locations where such commercial and retail facilities would complement and serve existing business and surrounding uses by improving access to a greater range of facilities and services. The C-2 Overlay Zone is intended to accommodate a higher level of intensity of uses than the C-1 Overlay Zone. The regulations for the C-2 Overlay Zone are those deemed necessary to promote the orderly operation and efficient functioning of the City.

Sec. 26.4.3-2. Uses Permitted of Right in the C-2 Zone. The following uses of Buildings and land are permitted of right in the C-2 Zone.

- (a) Uses permitted of right in the I Zone..
- (b) Commercial or Retail Uses whose purpose is engaging in business associated with First Amendment Protected Uses.

Sec. 26.4.3-3. Uses That May Be Permitted by Conditional Use Permit in the C-2 Zone. Uses permitted in the I Zone with a Conditional Use Permit may be permitted in the C-2 Overlay Zone subject to a Conditional Use Permit.

Sec. 26.4.3-4. Uses That May Be Permitted by Minor Conditional Use Permit. The uses set forth in this Section 26.4.3-4, “Uses That May Be Permitted by Minor Conditional use Permit,” may be permitted in the C-2 Overlay Zone only with a Minor Conditional Use Permit.

- (a) Commercial or Retail Uses.
- (b) Fueling Stations.
- (c) Incidental Use, including the right to sell at retail, and Ancillary Retail Use.
- (d) Religious Uses.
- (e) Uses permitted with a Minor Conditional Use Permit in the I Zone.

Sec. 26.4.3-5. Development Standards and Site Planning Standards.

- (a) Sections 26.4.1-7, “Development and Performance Standards,” and 26.4.1-8, “Site Planning Standards,” shall apply to all newly constructed Buildings and Ancillary Structures, land, and uses in the C-2 Overlay Zone.
- (b) No new Lot shall be established or approved for any use in the C-2 Overlay Zone unless the Lot is at least twenty-five thousand (25,000) square feet in size and complies with Code Section 28.28.

- (c) All parcels and Lots located in the C-2 Overlay Zone shall dedicate a minimum of five percent (5%) of the gross square footage of the Lot to irrigated Landscaping that is visible from the Street.
- (d) The City Council may impose as part of the Conditional Use Permit, or the Director may impose as part of the Minor Conditional Use Permit, any other requirements as are reasonably necessary to protect nearby owners and occupants from traffic, noise, odor, dust, and similar concerns.
- (e) New uses in existing Buildings in the C-2 Overlay Zone shall be required to comply with Section 26.4.1-7, "Development and Performance Standards."

Sec. 26.4.4. Slaughtering (S) Overlay Zone.

Sec. 26.4.4-1. Purpose and Intent. The purpose of the Slaughtering (S) Overlay Zone is to permit the Slaughtering of animals at limited and specific locations, with such land use controls as will adequately accommodate such specialized operations and will minimize traffic, noise, vibration, dust, odors, smoke, or risk of disease that is obnoxious to or interferes with the operation of other uses in the I Zone and the other Overlay Zones. The provisions of this S Overlay Zone are intended to ensure that the City will function safely and efficiently and provide an attractive industrial environment.

Sec. 26.4.4-2. Uses Permitted of Right in the S Overlay Zone. Uses permitted of right in the I Zone are permitted of right in the S Overlay Zone.

Sec. 26.4.4-3. Uses That May Be Permitted by Conditional Use Permit in the S Overlay Zone. The uses set forth in this Section 26.4.4-3, "Uses That May Be Permitted by Conditional Use Permit," may be permitted in the S Overlay Zone only with a Conditional Use Permit.

- (a) All uses permitted in the I Zone with a Conditional Use Permit are also permitted in the S Overlay Zone with a Conditional Use Permit.
- (b) Lots encompassing one acre or more of area may be used for the slaughtering of animals.

Sec. 26.4.4-4. Development Standards and Site Planning Standards in the S Overlay Zone.

- (a) The Development Standards of Section 26.4.1-7, "Development and Performance Standards," and the Site Planning Standards of Section 26.4.1-8, "Site Planning Standards," shall apply to all newly constructed Buildings, Ancillary Structures, land, and uses in the S Overlay Zone.
- (b) New uses in existing Buildings in the S Overlay Zone shall be required to comply with the Development Standards of Section 26.4.1-7, "Development and Performance Standards."
- (c) The City Council may impose as a part of the Conditional Use Permit any other requirements as are necessary to protect nearby owners and occupants from the traffic, noise, odor, dust, vibration, risk of infection or disease, and similar concerns.

Sec. 26.4.5. Rendering (R) Overlay Zone.

Sec. 26.4.5-1. Purpose and Intent. The purpose of the Rendering (R) Overlay Zone is to allow for Rendering Plants at limited and specific locations, with such land use controls as will adequately accommodate their specialized operations and will minimize traffic, noise, vibration, dust, odors, smoke, or risk of disease that is obnoxious to or interferes with the operation of other uses in the I Zone and the other Overlay Zones. The provisions of the R Overlay Zone are intended to ensure that the City will function safely and efficiently and provide an attractive industrial environment.

Sec. 26.4.5-2. Uses Permitted of Right in the R Overlay Zone. Uses permitted of right in the I Zone are permitted of right in the R Overlay Zone.

Sec. 26.4.5-3. Uses That May Be Permitted by Conditional Use Permit in the R Overlay Zone. The uses set forth in this Section 26.4.5-3, “Uses That May Be Permitted by Conditional Use Permit,” may be permitted in the R Overlay Zone only with a Conditional Use Permit.

- (a) All uses permitted in the I Zone with a Conditional Use Permit are also permitted in the R Overlay Zone with a Conditional Use Permit.
- (b) Lots encompassing one acre or more of area may be used for a Rendering Plant.

Sec. 26.4.5-4. Development Standards and Site Planning Standards in the R Overlay Zone.

- (a) The Development Standards of Section 26.4.1-7, “Development and Performance Standards,” and the Site Planning Standards of Section 26.4.1-8, “Site Planning Standards,” shall apply to all newly constructed Buildings, Ancillary Structures, land, and uses in the R Overlay Zone.
- (b) New uses in existing Buildings in the R Overlay Zone shall be required to comply with the Development Standards of Section 26.4.1-7, “Development and Performance Standards.”
- (c) The City Council may impose as a part of the Conditional Use Permit any other requirements as are necessary to protect nearby owners and occupants from the traffic, noise, odor, dust, vibration, risk of infection or disease, and similar concerns.

Sec. 26.4.6. Housing (H) Overlay Zone.

Sec. 26.4.6-1. Purpose and Intent. The purpose of the Housing (H) Overlay Zone is to accommodate housing at limited and specific areas of the City pursuant to General Plan policy, and to locate such housing in a manner that minimizes potential conflicts between residential and industrial uses. The regulation of uses and establishment of Standards and Findings set forth in the H Overlay Zone are those deemed necessary to promote health and safety of residents and businesses, and the orderly operation and efficient functioning of the City. Given the industrial nature of Vernon, this Section 26.4.6, “Housing (H) Overlay Zone,” establishes a Development Agreement as the entitlement process for establishing any new Residential Use in the H Overlay Zone. A Development Agreement will allow tailored development standards to be applied to proposed residential projects, thereby providing flexibility in responding to the unique land use conditions in Vernon.

Sec. 26.4.6-2. *Uses Permitted of Right in the H Overlay Zone.* Uses permitted of right in the I Zone are permitted of right in the H Overlay Zone.

Sec. 26.4.6-3. *Uses That May Be Permitted by Conditional Use Permit in the H Overlay Zone.* All uses permitted in the I Zone with a Conditional Use Permit are also permitted in the H Overlay Zone with a Conditional Use Permit.

Sec. 26.4.6-4. *Uses That May Be Permitted by Development Agreement in the H Overlay Zone.* Residential Uses, including single-family housing, multi-family housing, supportive housing, transitional housing, and other similar forms of housing are permitted in the H Overlay Zone with a Development Agreement.

Sec. 26.4.6-5. *Development Standards and Site Planning Standards in the H Overlay Zone.*

- (a) For any nonresidential Permitted Use in the H Overlay Zone, the Development Standards of Section 26.4.1-7, “Development and Performance Standards,” and the Site Planning Standards of Section 26.4.1-8, “Site Planning Standards,” shall apply to all Buildings, Ancillary Structures, land, and uses.
- (b) For any proposed Residential Use in the H Overlay Zone, the approved Development Agreement specific to that Residential Use shall define the Development Standards and Site Planning Standards that apply to all Buildings, Ancillary Structures, land, and uses associated with that Residential Use. Where the approved Development Agreement is silent with regard to any Development Standard or Site Planning Standard required by this Chapter, the provisions of the underlying zone shall apply.
- (c) The City Council may impose as a part of the Development Agreement any other requirements as are necessary to protect occupants of the development and/or nearby owners and occupants from the impacts associated with traffic, air pollutants, noise, odor, dust, vibration, risk of infection or disease, and similar concerns.

Sec. 26.4.6-6. *Findings.* After a public hearing, the City Council shall approve a proposed residential development and related Development Agreement only after first making all of the following findings:

- (a) The design, location, size, and operating characteristics of the proposed residential development will be compatible with the existing land uses in the vicinity;
- (b) The proposed density is consistent with density standards and all applicable policies contained in the General Plan;
- (c) The site and site plan are physically suitable in terms of design, location, shape, size, and the provision of public and emergency vehicle access, and public services and utilities, including but not limited to fire protection, police protection, potable water, schools, sewerage, solid waste collection and disposal, storm drainage, and wastewater collection, treatment, and disposal;
- (d) On-site traffic circulation for pedestrians and vehicles is designed into the development to allow residents to move easily through the development and to avoid pedestrian/vehicular conflicts and further, to ensure appropriate access for fire and

police response and surveillance equal to or better than what would normally be created by compliance with the Site Planning Standards of Section 26.4.1-8, “Site Planning Standards”;

- (e) The proposed project provides suitable, usable common and/or private open space that will meet the passive and/or active recreation needs of the resident. Common open space areas and setbacks are provided with landscaping and other improvements suitable for the development proposed;
- (f) The proposed project provides adequate parking to meet the residents’ needs, to avoid parking impacts on surrounding properties, and to comply with state and federal law; and
- (g) Refuse/recycling collection areas are located to provide easy access to for all residents and collection vehicles, and to minimize noise impacts on residents.

Sec. 26.4.7. Truck and Freight Terminal (T) Overlay Zone.

Sec. 26.4.7-1. Purpose and Intent. The purpose of the Truck and Freight Terminal (T) Overlay Zone is to permit Truck Terminals, Freight Terminals, Solid Waste, and Hazardous Waste Facilities at limited and specific locations with such land use controls as will adequately accommodate their specialized operations and will minimize traffic, noise, vibration, dust, or odors that are obnoxious to or interfere with the operation of other uses in the I Zone and the other Overlay Zones. The provisions of this T Overlay Zone are intended to ensure that the City will function safely and efficiently and provide an attractive industrial environment.

Sec. 26.4.7-2. Uses Permitted of Right in the T Overlay Zone. Uses permitted of right in the I Zone are permitted of right in the T Overlay Zone.

Sec. 26.4.7-3. Uses That May Be Permitted by Conditional Use Permit in the T Overlay Zone. The uses set forth in this Section 26.4.7-3 may be permitted in the T Overlay Zone only with a Conditional Use Permit.

- (a) All uses permitted in the I Zone with a Conditional Use Permit are also permitted in the T Overlay Zone with a Conditional Use Permit.
- (b) Hazardous Waste Facilities.
- (c) Solid Waste Facilities.
- (d) Fueling stations.
- (e) Lots encompassing two (2) acres or more of area may be used for a Freight Terminal, Truck Terminal or Transportation Related Use.

Sec. 26.4.7-4. Development Standards and Site Planning Standards in the T Overlay Zone.

- (a) The Development Standards of Section 26.4.1-7, “Development and Performance Standards,” and the Site Planning Standards of Section 26.4.1-8, “Site Planning

Standards” shall apply to all newly constructed Buildings, Ancillary Structures, land, and uses in the T Overlay Zone.

- (b) New uses in existing Buildings in the T Overlay Zone shall be required to comply with the Development Standards of Section 26.4.1-7, “Development and Performance Standards.”
- (c) The City Council may impose as a part of the Conditional Use Permit any other requirements as are necessary to protect nearby owners and occupants from the traffic, air pollutants, noise, odor, dust, vibration, risk of infection or disease, and similar concerns.

Sec. 26.4.8. Emergency Shelter (E) Overlay Zone.

Sec. 26.4.8-1. Purpose and Intent. The purpose of the Emergency Shelter (E) Overlay Zone is to comply with Government Code Sections 65582, 65583(a) and 65589.5, which require all California cities to permit emergency (homeless) shelters as a matter of right in at least one zone. The purpose of regulating the siting of emergency shelters is to ensure emergency shelters are developed in a manner which protects the health, safety, and general welfare of nearby residents and businesses while providing for the housing needs of the homeless.

Sec. 26.4.8-2. Uses Permitted of Right. Uses permitted of right in the I Zone are permitted of right in the E Overlay Zone, and all such uses shall be subject to the Development Standards of Section 26.4.1-7, “Development and Performance Standards,” and the Site Planning Standards of Section 26.4.1-8, “Site Planning Standards.” Emergency shelters are permitted of right in the E Overlay Zone. Emergency shelters developed within the E Overlay Zone shall be subject to the Development Standards of Section 26.4.8-4, “Development and Site Planning Standards for Emergency Shelters.”

Sec. 26.4.8-3. Uses That May Be Permitted by Conditional Use Permit.

- (a) All uses permitted in the I Zone with a Conditional Use Permit are also permitted in the E Overlay Zone with a Conditional Use Permit and shall be subject to the Development Standards of Section 26.4.1-7, “Development and Performance Standards,” and the Site Planning Standards of Section 26.4.1-8, “Site Planning Standards.”
- (b) The City Council may impose as a part of the Conditional Use Permit any other requirements as are necessary to protect nearby owners and occupants from the traffic, air pollutants, noise, odor, dust, vibration, risk of infection or disease, and similar concerns.

Sec. 26.4.8-4. Development and Site Planning Standards for Emergency Shelters.

- (a) The emergency shelter shall contain a maximum of ten (10) beds and shall serve no more than ten (10) homeless persons at any one time.
- (b) Occupancy by an individual or family may not exceed one hundred eighty (180) consecutive days unless the management plan provides for longer residency by those enrolled and regularly participating in a training or rehabilitation program.

- (c) A minimum distance of three hundred (300) feet shall be maintained from any other Emergency Shelter, as measured from the property line.
- (d) Adequate external lighting shall be provided for security purposes. The lighting shall be stationary and directed away from adjacent properties and public rights-of-way. The intensity shall comply with standard City performance standards for outdoor lighting.
- (e) A Security and Safety Plan shall be provided for the review and approval of the Director. The plan may be required to address additional security and safety needs as identified by the Director. The approved Security and Safety Plan shall remain active throughout the life of the facility. The plan shall contain provisions addressing the following topical areas: sleeping areas, loitering control, management of outdoor areas, alcohol and illegal drugs, and current contact information for the operator of the facility during day and nighttime hours.
- (f) The facility may provide the following services in designated areas separate from sleeping areas: recreation area, counseling center, laundry, kitchen, dining hall, and client storage areas.

Article V. Regulations Applicable to the I Zone and Overlay Zones.

Sec. 26.5.1. Off-Street Parking and Loading Facilities.

Sec. 26.5.1-1. Interpretation. The provisions of this Section 26.5.1, “Off-Street Parking and Loading Facilities,” establish minimum requirements for the promotion of the public health, safety, comfort, convenience, and general welfare, and shall not be deemed or construed to prohibit the City Council, in granting or approving a Conditional Use Permit, Variance, or Development Agreement from requiring additional parking or loading facilities for a particular use.

Sec. 26.5.1-2. Consideration of Fractional Remainders. Where calculation of the number of spaces required results in a fractional number, any fraction shall be rounded to the next higher whole number.

Sec. 26.5.1-3. Parking in Buildings. Where required parking or Loading Space computations are based on Floor Area, floor space devoted to parking or loading within a Building shall not be included in the Floor Area portion of the computation.

Sec. 26.5.1-4. Multiple Uses. In the case of mixed uses in a Building or on a Lot, the total required number of off-street parking and loading spaces and maneuvering capacity shall be the sum of the requirements for the various uses.

Sec. 26.5.1-5. No Loss of Minimum Required Space or Maneuvering Capacity. Existing parking, maneuvering, and loading facilities on a Lot or parcel may not be reduced or removed below the required minimum (or below the now existing number of spaces or maneuvering capacity, if the existing number of spaces or maneuvering capacity is below the required minimum) unless substitute spaces or maneuvering capacity are provided.

Sec. 26.5.1-6. Parking, Maneuvering, and Loading Development Standards.

- (a) **General.** Parking, maneuvering, and loading capacities for any Building shall comply with the minimum standards set forth in this Section 26.5.1, “Off-Street Parking and Loading Facilities,” except that existing parking, maneuvering, and loading capacities are not required to be brought into compliance with these standards until the occurrence of an event described in Table 26.5.3-3, “Right to Continue Nonconforming Uses.”

If a use requires a Conditional Use Permit, the Director shall recommend the minimum number of Parking Spaces and the minimum loading and maneuvering requirements for the requested use during the Conditional Use Permit process, based on the information and analysis provided as part of the Conditional Use Permit application process. The Director shall notify the City Council of the recommendation. With the concurrence of the City Council, the Director of Public Works, Water, and Development Services shall utilize the recommended minimum parking and loading and maneuvering requirements as the standard for that and similar uses. Such determination of required number of Parking Spaces and loading and maneuvering requirements shall be recorded as specified in Section 26.6.7, “Interpretations, Minor Exceptions, and Appeals.”

If a use requires a Minor Conditional Use Permit, the Director shall approve and develop the standard for the minimum number of Parking Spaces and the minimum loading and maneuvering requirements for the requested use during the Minor Conditional Use Permit process, based on the information and analysis provided as part of the Minor Conditional Use Permit application process. Such determination of required number of Parking Spaces and loading and maneuvering requirements shall be recorded as specified in Section 26.6.7, “Interpretations, Minor Exceptions, and Appeals.”

- (b) ***Minimum Automobile Parking Requirements.*** Adequate off-street parking, loading, and maneuvering space shall be provided for each use or development on a Lot, or for each Building on a Lot, to accommodate all automobiles or similar vehicles of the employees, consultants, agents, buyers, vendors, salesmen, visitors, and other persons normally transacting business at such enterprise or Building. Table 26.5.1-6(b) Minimum Number of Required Automobile Parking Spaces sets forth the minimum number of required automobile Parking Spaces. If more than one land use is located on a site, including Ancillary or Incidental Uses, the number of required off-street Parking Spaces shall be equal to the sum of all required parking spaces prescribed for each individual Permitted Use.

Table 26.5.1-6(b)
Minimum Number of Required Automobile Parking Spaces ⁽¹⁾

Use Type	Required Spaces
Industrial Use, Industrial Gas Manufacturing, and Recycling Facility	One (1) space per 1,000 square feet of gross Floor Area
Commercial Uses	One (1) space per 250 square feet of gross Floor Area
Data Centers	One (1) space per 1,250 square feet of gross Floor Area
Emergency Shelter	One (1) space for each five (5) beds plus two (2) additional spaces.
Health Clubs (gyms)	One (1) space per 200 square feet of gross Floor Area
Religious Uses	One (1) space for each three (3) fixed seats, or where no fixed seats are provided, one (1) space for every 35 gross square feet of gross Floor Area
Residential Uses	Parking Determined Pursuant to Development Agreement, but no less than one (1) space for each unit.

Restaurant (Take out)	Eight (8) spaces per 1,000 square feet of gross Floor Area
Restaurant (Sit down)	One (1) space per 100 square feet of gross Floor Area
Retail (less than 25,000 square feet) and multiple tenant Retail	One (1) space per 250 square feet of gross Floor Area
Retail (25,000 square feet or greater) - Single tenant only	One (1) space per 250 square feet for the first 25,000 square feet of gross Floor Area and then one (1) space per each additional 500 square feet of gross Floor Area
Studios (dance, etc.)	One (1) space per 200 square feet of gross Floor Area
Trade Schools	One (1) space per 50 square feet of gross Floor Area
Truck Terminals and Freight Terminals	Parking shall be provided as determined by a parking study prepared for the specific use.
Warehouse Use, General	One (1) space per 1,000 square feet of gross Floor Area
Warehouse Use, Cold Storage	One (1) space per 1,000 square feet of gross Floor Area for the first 50,000 square feet, and one (1) space per 5,000 square feet of gross Floor Area above 50,000 square feet

Note

(1) Through the Conditional Use Permit and Minor Conditional Use Permit processes, the City may require additional parking for a specific use or application.

- (c) ***Minimum Truck Loading Requirements.*** All Buildings and uses, except for Commercial Uses, Retail Uses, Residential Uses, and Emergency Shelters, shall provide adequate off-street Loading Spaces and areas to accommodate trucks being loaded, unloaded, or waiting to be loaded or unloaded in accordance with the following standards. Truck Loading Spaces in excess of the required number may be counted as required Parking Spaces. Table 26.5.1-6(c) Minimum Required Truck Loading Spaces sets forth the minimum truck loading spaces.

Table 26.5.1-6(c)
Minimum Required Truck Loading Spaces

Use Type	Required Spaces
Industrial Use, Warehouse Use, Industrial Gas Manufacturing	One (1) space per 10,000 square feet of gross Floor Area
Cold Storage Warehouses	One (1) space per 7,500 square feet of gross floor area
Data Centers	One (1) space per 50,000 square feet of gross floor area
Commercial Use and Retail Use	Loading shall be provided as determined by a parking study prepared for the specific use.

- (d) ***Minimum Truck Parking Requirements.*** All Buildings and uses, except for Commercial Uses, Retail Uses, Residential Uses, and Emergency Shelters, shall provide adequate Parking Spaces for all trucks, regardless of size. Table 26.5.1-6(d) Minimum Required Truck Parking Spaces sets forth the minimum number of required truck Parking Spaces.

Table 26.5.1-6(d)
Minimum Required Truck Parking Spaces

Use Type	Required Spaces
Industrial Use, Cold Storage Warehouses, Warehouse Use, Industrial Gas Manufacturing	One (1) space per 25,000 square feet of gross Floor Area for the first 100,000 square feet and one (1) space per 100,000 square feet of gross Floor Area above 100,000 square feet

- (e) ***Location.*** Required parking facilities may be located on the Lot as the use or Occupancy for which the parking is being provided or may be provided on a separate Lot. If provided on a separate Lot, a covenant shall be recorded restricting all or a portion of the use of the separate Lot to parking use for the benefit of the use requiring the parking, and evidence shall be filed with the City of Vernon assuring the required number of spaces on such parcel have been set aside and will be maintained for parking purposes in connection with the particular use or Occupancy requiring the parking so long as such use or Occupancy exists. The main entrance of the parking facility located on a separate Lot shall be within fifteen hundred (1,500) feet, measured along the Street from the property line of the Lot on which the parking is located to the front door of the Building in which the principal use of the Lot is conducted.
- (f) ***Parking Requirement for Spaces for the Disabled.*** The determination of the required number of Parking Spaces for use by the disabled shall be based on the greater of: 1) the minimum number of required automobile Parking Spaces, as set forth in Table 26.5.1-6(b) Minimum Number of Required Automobile Parking Spaces, or 2)

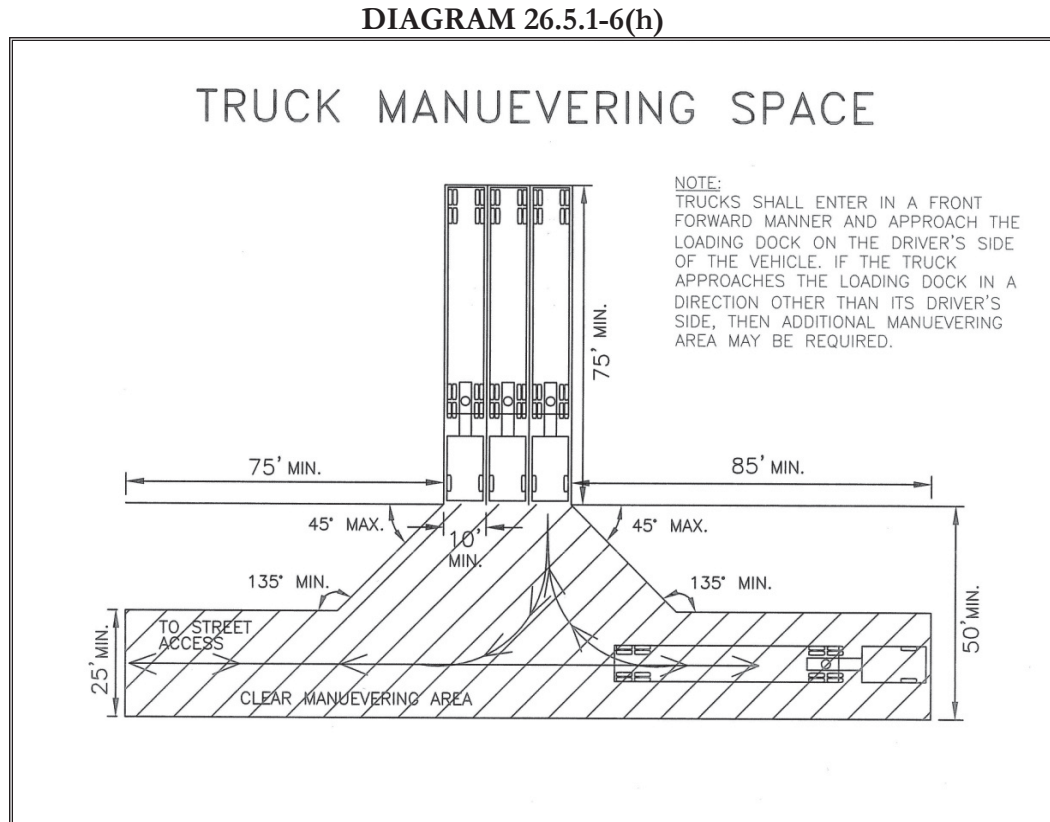
the actual number of Parking Spaces provided (including both on the Lot and Parking Spaces located off the Lot that are provided for the business). All Parking Spaces for the disabled shall be located on the same Lot as the use or Occupancy for which the parking is provided, and the number of spaces required and the dimensions thereof shall be provided as required by State law.

- (g) **Size.** The minimum size of all Parking and Loading Spaces shall be as set forth in Table 26.5.1-6(g) Parking and Loading Space Minimum Dimensions. Any automobile parking stall adjoining a Building or Ancillary Structure shall be provided with two (2) additional feet of width.

Table 26.5.1-6(g)
Parking and Loading Space Minimum Dimensions

(h)	Width	Length	Minimum Vertical Clearance
Automobile Parking Space	8.5 ft.	19 ft.	7 ft.
Truck Parking Space	10 ft.	75 ft.	15 ft.
Truck Loading Space	10 ft.	75 ft.	15 ft.
For any stand-alone parking or truck Loading Space (not adjacent to another space)	15 ft.	75 ft.	15 ft.

- (i) **Truck Maneuvering Space.** Unobstructed truck maneuvering space shall be fifty (50) feet, as illustrated by Diagram 26.5.1-6(h) Truck Maneuvering Space.



- (j) **Loading Equipment.** Loading equipment may extend into the fifteen (15) foot vertical clearance area described in Section 26.5.1-6(h), "Truck Maneuvering Space," above when required by specialized loading operations, if the Director determines such intrusion will not be contrary to the intent of this Section and approves such intrusion.
- (k) **Parking Lot Dimensions.** Minimum dimensions for required automobile parking shall be as indicated in Table 26.5.1-6(j) Parking Lot Dimensions. Parallel parking stalls located adjacent to a maneuvering or access aisle shall have minimum dimensions of 8.5 feet wide by 25 feet long.

Table 26.5.1-6(j)
Parking Lot Dimensions

Angle (Degrees)	Stall Width (Measured Perpendicularly)	Aisle Width – One Way	Aisle Width – Two-Way
45	20 ft.	15 ft.	20 ft.
60	21 ft.	21 ft.	21 ft.
90	19 ft.	27 ft.	27 ft.

- (l) **Access.** Easily accessible and adequate ingress and egress shall be provided to all parking and loading facilities. Sufficient driveways, maneuvering, and turn-around areas shall be provided on the Lot to allow for safe and unobstructed front entry onto

the Lot. All vehicles, including trucks, using the parking or loading facilities shall enter or leave the Street in a front forward manner without backing onto the Street or backing into the Lot. A minimum of fifty (50) feet of unobstructed maneuvering space shall be maintained for all required truck parking and Loading Spaces, as shown in Diagram 26.5.1-6(h) Truck Maneuvering Space. No maneuvering of vehicles from a parking or loading stall shall occur within twenty (20) feet of a driveway opening, as measured perpendicular to the driveway width, as shown in diagram 26.5.1-6(k) Narrowing of Drive Aisle. An aisle shall not be narrowed at a rate greater than 2 to 1 to achieve a minimum width as shown in Diagram 26.5.1-6(k) Narrowing of Drive Aisle. Minimum required aisle widths shall be as indicated in Table 26.5.1-6(k) Parking Aisle Dimensions.

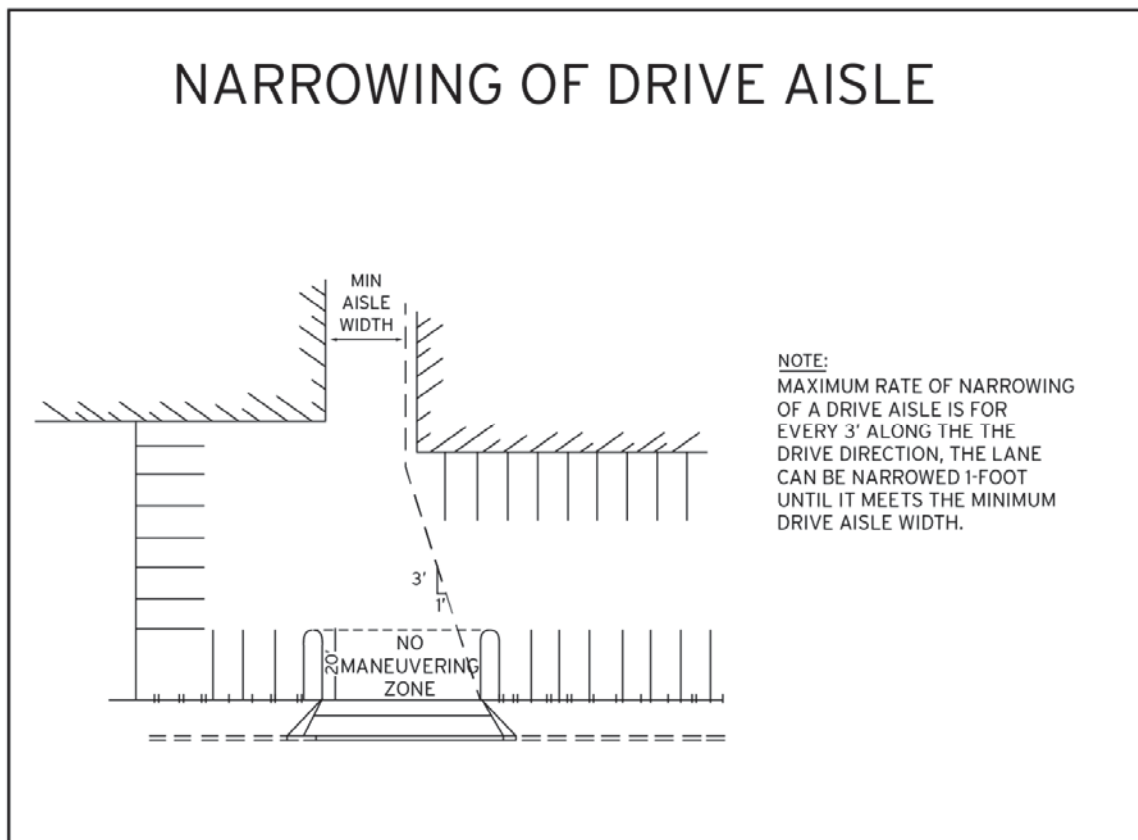
DIAGRAM 26.5.1-6(k)

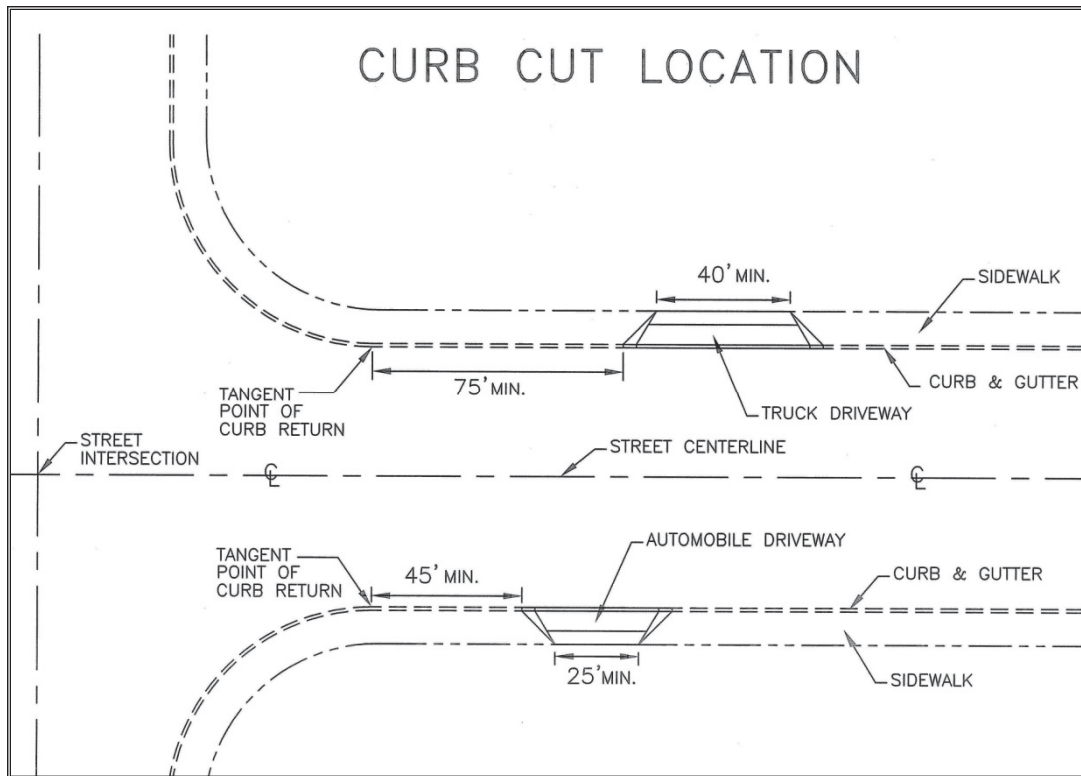
Table 26.5.1-6(k)
Parking Aisle Dimensions

	Width	Height
One-way aisle	15 ft.	15 ft.
Two-way aisle	20 ft.	15 ft.

- (m) **Curb Cuts.** No curb cut for a driveway or aisle or any portion providing vehicular access to the Lot shall be permitted within any portion of any curb return, nor within seventy-five (75) feet of the point of tangency of any curb return for a driveway used

by trucks, nor within forty-five (45) feet of the point of tangency of any curb return for a driveway used exclusively by automobiles, as shown in Diagram 26.5.1-6(l) Curb Cut Location.

DIAGRAM 26.5.1-6(l)



- (n) **Driveway Entrance.** The minimum driveway entrance width for truck access shall be forty (40) feet, and the minimum driveway entrance width for automobile access shall be twenty-five (25) feet. All driveways shall be constructed in accordance with City standards.
- (o) **Markings.** All required parking and Loading Spaces and facilities shall be clearly and adequately marked with permanent durable and easily distinguishable materials. All one-way drives, entrances, and exits shall be clearly and permanently marked. Such signs and markings shall be maintained and shall be visible to drivers of vehicles using the parking facility.
- (p) **Paving.** All parking and loading facilities shall be paved with asphalt or concrete and shall provide for adequate drainage. Drainage to the Street shall be treated in compliance with the City's discharge and treatment requirements prior to being released to the Street or storm drain system.
- (q) **Maintenance.** All parking and loading areas shall be kept clean and free of debris, dust, mud, and trash. Parking areas shall be used only for the purpose of parking vehicles. Where Landscaping is provided within or along any parking area, such areas shall be maintained and provided with permanent underground, automated irrigation

systems. Striping, marking, direction signs, lighting, screening and all other improvements required by this Section shall be adequately maintained.

- (r) ***Reduction in Required Parking Spaces.*** The required number of off-street Parking Spaces may be reduced by Outdoor Storage and Activities if a parking demand study, prepared by a California-licensed traffic engineer or other qualified professional, is completed specific to the project site and the Permitted Use, and further provided that the study finds that the project site has excess Parking Spaces beyond the Permitted Use's need; such study must be approved by the Director. Where required off-street parking is reduced to allow for Outdoor Storage and Activities, Outdoor Storage and Activities shall only occupy surplus off-street parking in the amount indicated by the parking demand study, and only so long as the actual parking need for the Permitted Use as identified in the parking study continues to be met. No Buildings or Structures shall be constructed in the approved Outdoor Storage and Activities areas that are replacing required off-street Parking Spaces. Any approved parking reduction shall apply only to the specific Permitted Use located on the property and analyzed in the parking demand study. Any subsequent or new use or tenant on the subject property shall not be permitted to utilize the area dedicated to Outdoor Storage and Activities unless a new and project-specific parking demand study is prepared as stipulated in this Section 26.5.1-6(q), "Reduction in Required Parking Spaces," and approved by the Director.

Sec. 26.5.2. Street Dedication and Improvements.

In connection with the issuance of a building or other permit, Conditional Use Permit, Minor Conditional Use Permit, Variance, or Development Agreement, the Director is authorized to require that the owner of a Lot or parcel of land that adjoins a Street dedicate a portion of the land for a Right-of-way in accordance with the planned future ultimate width of a street as shown on the Master Plan of Streets, and make or pay for related street improvements, or both.

Sec. 26.5.3. Legal Nonconforming Status.

Within the I Zone and Overlay Zones established by this Chapter, uses, Buildings, Ancillary Structures, and Lots may exist that do not comply with the requirements of this Chapter. Such non-compliance may include uses that are not permitted or are not permitted in a particular location, or properties that fail to comply with Development Standards or Site Planning Standards. This Section 26.5.3 permits such Legal Nonconforming Status to continue only in conformity with the terms set forth in this Section 26.5.3, "Legal Nonconforming Status," and in Table 26.5.3-3, "Right to Continue Nonconforming Uses and Buildings"; provided, however, that nothing set forth in this Section 26.5.3, "Legal Nonconforming Status," or in Table 26.5.3-3, "Right to Continue Nonconforming Uses and Buildings," permits the continued violation of any Development Standard described in Section 26.4.1-7(a) or the continued violation of any Development Standard described in Section 26.4.1-7(b) following a Change of Use. Nonconformity with Section 26.4.1-7(a) and 26.4.1-7(b) must be corrected or cease as set forth in those Sections. Other legal Nonconforming Uses and Legal Nonconforming Buildings or Standards are permitted to remain, unless and until the occurrence of one of the events set forth in Table 26.5.3-3, "Right to Continue Nonconforming Uses and Buildings," or the expiration of the "Legal Nonconforming Building and Use" as set forth in Section 26.5.3-2. In the case of an event described in Table 26.5.3-3, "Right to Continue Nonconforming Uses and Buildings," the

nonconforming status must comply with the requirements set forth in Table 26.5.3-3, “Right to Continue Nonconforming Uses and Buildings.” The existence of Legal Nonconforming Buildings or Standards or the existence of a Legal Nonconforming Use shall not be used as a basis or justification for adding other structures or uses prohibited elsewhere in the same Zone or Overlay Zone.

Sec. 26.5.3-1. Restrictions on Nonconforming Buildings and Uses.

- (a) There shall be no increase in the Floor Area or square footage used for Legal Nonconforming Building or Use, except as required by a governmental agency to reduce the environmental impacts caused by the use. There shall be no increase in capacity of the use as a result of the exception above.
- (b) An existing Building or a portion of an existing Building containing a conforming use at the effective date of this Ordinance cannot be converted to a nonconforming use.
- (c) A nonconforming use shall not be converted to another nonconforming use.
- (d) There shall be no decrease in the parking, loading, or maneuvering capacities as they exist as of the date of this Ordinance if such decrease would either make conforming capacities non-conforming or would decrease capacities of an already non-conforming Lot, unless a parking reduction is approved pursuant to Section 26.5.1-6(q), “Reduction in Required Parking Spaces.”

Sec. 26.5.3-2. Expiration of Legal Nonconforming Building and Use.

- (a) Compliance with the provisions set forth in Table 26.5.3-3, “Right to Continue Nonconforming Uses and Buildings,” is required if more than twenty-five percent (25%) of the Floor Area of a nonconforming Building is vacant for a continuous period of at two (2) years or more.
- (b) A Building or portion of a Building shall be considered vacant for purposes of this Section when the Building or portion thereof is not legally occupied and used for its Permitted Use. For these purposes, legally occupied means that the owner or occupant possesses all necessary certificates and permits from the City, including, without limitation, a Certificate of Occupancy and business license, and there is an ongoing physical use and Occupancy for the intended purpose.
- (c) The running of the two (2) year time limit shall not be tolled (suspended) except by the Director under the circumstances described in sections (1) through (5) below, and only if a delay in re-occupying a Building results from the following circumstances: (i) the Building is undergoing repairs or renovation, whether voluntary or as a result of Force Majeure; (ii) the owner or occupant is investigating or testing hazardous materials, or developing a remediation plan, or remediating or removing any hazardous material (as defined in federal and state laws and regulations); or (iii) the owner is denied possession of or access to the Building by an occupant or former occupant (including as a result of a court proceeding or order). The Director will not toll the two year time limit, except if one of the circumstances described in clauses (i), (ii), and (iii) of this Section is applicable, and under the following additional circumstances:

- (1) Not later than sixty (60) days prior to the expiration of the two year period of vacancy, the property owner or his authorized representative must apply to the Director for an extension of the two year time limit.
 - (2) The application shall be made on a form provided by the Director and shall contain such information as the Director deems necessary to render a determination.
 - (3) The Director shall determine the amount of time reasonably required to complete the work, taking into account the reason for the delay, the size of the project, and the amount of time typically required for completion of similar projects.
 - (4) The construction, renovation, or investigation and remediation must be undertaken in a continuous and diligent manner, without delays or work stoppages.
 - (5) Upon completion of the work, the time so determined by the Director shall be subtracted from the calculation of the period of time a Building has been determined to have been vacant under paragraph (a) of this Section.
- (d) If an owner disputes the determination of the Director that at least 25% of the Floor Area of a nonconforming Building has been vacant for a continuous period of at least two (2) years, the owner shall have the right to appeal such decision in accordance with Section 26.6.7-5, "Appeals."
- (e) Outdoor Activities and Storage that do not comply with the terms of Section 26.4.1-7(a)(3)(v) constitute a legally nonconforming usage, and may be continued to the same degree as in existence as of the effective date of this Ordinance until January 1, 2020, but may not be increased during that period. After January 1, 2020, all Outdoor Storage and Activities (excluding operational equipment used in the business located on the Lot) whose location reduces the parking, loading, or maneuvering areas on a Lot to a number below that required pursuant to this Chapter must be removed in order to increase to the extent possible the available parking, loading, and maneuvering areas on a Lot. Alternatively, a parking waiver reduction may be requested pursuant to Section 26.5.1-6(p), "Reduction in Required Parking Spaces."

**Table 26.5.3-3
Right to Continue Nonconforming Uses and Buildings**

Event That Triggers Compliance	Required Compliance		
	Conformity with Use Requirements	Conformity with Development Standards and Site Planning Standards (Including Parking, Access, and Maneuvering)	Conformity with the City's Building Code and the California Building Standards Commission
Over 25% of the Building is vacant for more than Two Years [subject to tolling permitted in Section 26.5.3-2(c)].	Uses within the portion of the Building that was vacant for over two years must be Permitted Uses in accordance with this Chapter.	Prior to the use of the portion of the Building that was vacant for over two years, the entire Lot on which the Building is located must comply with all Development Standards and Site Planning Standards in accordance with this Chapter.	Prior to the use of the portion of the Building that was vacant for over two years, the proposed use must comply with the change of use requirements of the Existing Structures Chapter of the City's current Building Code and relevant sections of the California Building Standards Commission.
Increase in the Floor Area of a Building per Section 26.5.3-1(a) that does not constitute New Construction or a Major Alteration or Repair.	All uses on the Lot must be Permitted Uses, Conditionally Permitted Uses, or Temporary Permitted Uses in accordance with this Chapter.	The Lot must comply with all Development Standards and Site Planning Standards in accordance with this Chapter, except that the Lot does not have to comply with the Building Setback requirements in Section 26.4.1-8(c), "Building Setback," so long as the increase in Floor Area does not encroach into the Building Setback area.	New construction must comply with the City's current Building Code and relevant sections of the California Building Standards Commission. . Existing construction that is unreinforced masonry must comply with Article IX Existing Building Code of Chapter 24, "Building and Construction," of the Code (concerning seismic requirements), and relevant sections of the California Building Standards Commission.

IF THE ABOVE EVENT OCCURS, IT TAKES PRECEDENCE OVER ANY OTHER EVENT, AND THE NONCONFORMITY MUST CONFORM AS SET FORTH ABOVE. IF ONE OF THE FOLLOWING EVENTS OCCURS IN THE ABSENCE OF THE ABOVE DESCRIBED EVENT, THE NONCONFORMITY SHALL COMPLY WITH THE FOLLOWING PROVISIONS:

Table 26.5.3-3
Right to Continue Nonconforming Uses and Buildings

Event That Triggers Compliance	Required Compliance		
	Conformity with Use Requirements	Conformity with Development Standards and Site Planning Standards (Including Parking, Access, and Maneuvering)	Conformity with the City's Building Code and the California Building Standards Commission
Change of Use to a category that has greater parking, maneuvering, or loading requirement	Not applicable	The parking, maneuvering, and loading capacities on the Lot on which the use has changed must comply with all of the requirements of Section 26.5.1, "Off-Street Parking and Loading Facilities."	Not applicable
Minor Alteration or Repair	Uses permitted on the Lot on the date of the Minor Repair may continue.	Not required to bring the Lot into compliance with the Development Standards or Site Planning Standards of this Ordinance	New construction must comply with the City's current Building Code and relevant section of the California Building Standards Commission. Existing construction that is unreinforced masonry must comply with Article IX Existing Building Code of Chapter 24, "Building and Construction," of the Code (concerning seismic requirements) and relevant sections of the California Building Standards Commission
New Construction or Major Alteration or Repair that is Voluntary	All uses on the Lot must be Permitted Uses, Conditionally Permitted Uses, or Temporary Permitted Uses, in accordance with this Chapter.	The Lot must comply with all Development Standards and Site Planning Standards in accordance with this Chapter, except that the Lot does not have to comply with the Building Setback requirements in Section 26.4.1-8(c), "Building Setback," so long as the New Construction does not encroach into the Building Setback area.	Entire Building being constructed or altered or repaired must comply with the City's current Building Code and relevant sections of the California Building Standards Commission

**Table 26.5.3-3
Right to Continue Nonconforming Uses and Buildings**

Event That Triggers Compliance	Required Compliance		
	Conformity with Use Requirements	Conformity with Development Standards and Site Planning Standards (Including Parking, Access, and Maneuvering)	Conformity with the City's Building Code and the California Building Standards Commission
Major Alteration or Repair that is due to Force Majeure	Uses permitted on the Lot on the date of the Force Majeure Event may continue	<p>If improvements have not commenced within one (1) year of the force majeure event, the Lot must comply with all Development Standards and Site Planning Standards in accordance with this Chapter, or, if none exist for such use, then as required by a Conditional Use Permit.</p> <p>Further, if construction commences within one (1) year of the force majeure event, then the Building may be constructed as it existed prior to the event, except that no portion of the Building shall be constructed within any Street right-of-way as shown on the Master Plan of City Streets.</p>	Entire Building being altered or repaired must comply with the City's current Building Code and relevant sections of the California Building Standards Commission.

Article VI. Special Regulations and Procedures.

Sec. 26.6.1. Purpose.

To ensure the achievement of the goals and purposes of this Chapter without creating undue hardships, and to protect the health, safety, and public welfare, the following regulations and procedures are established for Variances, Conditional Use Permits, Minor Conditional Use Permits, Temporary Use Permits, zoning ordinance text and map amendments, interpretations and minor exceptions, Development Agreements, and Reasonable Accommodation.

Sec. 26.6.2. Variances.

Sec. 26.6.2-1. Justifications for Variances and Limitations on Variances.

- (a) ***Special Circumstances.*** Variances from the terms of this Chapter shall be granted only when, because of special circumstances applicable to a Lot, including size, shape, topography, location, surroundings, or other conditions, strict enforcement of the Development Standards or Site Planning Standards deprives such Lot of privileges enjoyed by other property in the vicinity and under the identical zoning classification. Variances are not terminated automatically upon transfer of the Lot for which they have been granted, but are subject to expiration as set forth in Section 26.6.2-8, “Time Requirements for Use of Variance,” and revocation or modification as set forth in Section 26.6.2-9, “Revocation of Variance.” If the granting or denial of a Variance is subject to CEQA, the time periods for any notice, response, or action shall comply with the time frames established by CEQA, notwithstanding any time periods set forth in this Section 26.6.2, “Variances.”
- (b) ***Conditions.*** Any Variance granted shall be subject to such conditions that will ensure that the authorized exception does not constitute a grant of special privileges inconsistent with the limitations imposed on other properties in the same Zone or Overlay Zone. The City Council may impose conditions on the Variance to address any pertinent factors affecting the Lot or the establishment, operation, or maintenance of any requested improvement, including, but not limited to the requirement that the applicant comply with any one or more of the following conditions:
 - (1) Installation of buffer areas, fences, or walls;
 - (2) Installation of parking facilities, and surfacing of parking areas and driveways;
 - (3) Dedication of a portion of the land for a Right-of-way;
 - (4) Making or paying for related street improvements; and
 - (5) Implementing or using the Variance within a specified period of time.
- (c) ***Required Permitted Use.*** A Variance shall not be granted for a Building in which the use is not a Permitted Use.

Sec. 26.6.2-2. Application and Fee. An application for a Variance shall be made by the property owner or authorized agent to the Department of Public Works, Water, and Development Services, on a form provided for that purpose by the City, and shall be accompanied by a filing fee in an amount established by resolution of the City Council. The City may retain, at the applicant's expense, consultants to study the impacts of the proposed operation on the surrounding properties. An application for a Variance shall consist of a completed Variance Form and the following attachments:

- (a) **A plot plan** which shall show, as may be applicable to permit informed consideration of the request, the surrounding land uses; the location and dimensions of all Buildings; the location and dimensions of all off-street parking, loading, and storage facilities; the location and width of ingress and egress points to the Lot; and the location and dimensions and turning radii of all parking and loading areas.
- (b) **A floor plan**, if applicable, of the building or Buildings showing interior features affected by the requested Variance.

Sec. 26.6.2-3. Notice of Public Hearing. Following presentation of a completed application to the Department of Public Works, Water, and Development Services, the City Clerk shall set the matter for public hearing to be held not less than ten (10) days or more than sixty (60) days from the date of notice. The City Clerk shall give notice thereof in the manner provided in paragraph (a) and (b). The notice shall set forth the date, time, and place of the public hearing; the identity of the hearing body or officer; a general explanation of the matter to be considered; and a general description, in text or by diagram, of the location of the Lot that is the subject of the hearing.

- (a) By mailing notice, containing the same information as the published or posted notice, not less than ten (10) days prior to the date of the hearing to:
 - (1) The owners of all property within a radius of three hundred (300) feet from the Lot for which a Variance is requested, using for this purpose the last known names and addresses of such owners as are shown on the last equalized assessment roll of Los Angeles County;
 - (2) The owner of the subject Lot or the owner's duly authorized agent;
 - (3) Any Person who has filed a written request for such notice with the City Clerk (in which case the City may charge a fee that is reasonably related to the costs of providing this service and may require each request to be annually renewed);
 - (4) The project applicant; and
 - (5) Each local agency expected to provide water, sewage, streets, schools, or other essential facilities or services to the Lot, if the ability to provide the facilities or services may be significantly affected; and
- (b) By publishing a notice in a newspaper designated by the City Council for that purpose. Said newspaper shall be a local newspaper if there be one; otherwise, a newspaper of general circulation covering the City of Vernon shall be designated. The notice shall be published one time at least ten (10) days prior to the date of the hearing; or by posting a notice in three of the most public places in the City of Vernon, to wit: the

northwest corner of 38th Street and Santa Fe Avenue; the northeast corner of Leonis Boulevard and Pacific Boulevard; and on the bulletin board outside of the lobby of the City Hall of said City, located at 4305 Santa Fe Avenue, all in the City of Vernon, County of Los Angeles, State of California. Said notice shall be posted not less than ten (10) days before the date set for the hearing.

Sec. 26.6.2-4. Public Hearing, Action of the City Council. If, from the facts presented at the public hearing or by an investigation at the instigation of the City Council, the City Council makes the findings required in Section 26.6.2-5, “Finding and Decisions by Resolution,” herein and finds that such Variance or modification thereof should be granted, the City Council may grant the requested Variance in whole, or in part, and upon such terms and conditions as the City Council may deem proper to preserve the public health, safety, convenience, and welfare and the general intent and purpose of this Chapter. The City Council shall make its decision on said application within thirty (30) days after the conclusion of any hearing held thereon, unless a waiver of this time requirement is provided by the applicant.

Sec. 26.6.2-5. Variance Findings and Decision by Resolution. The City Council shall announce its findings and decision by written resolution. The resolution shall recite, among other things, the facts and reasons which, in the opinion of the City Council, make the granting or denial of the Variance necessary to carry out the provisions and general purpose of this Chapter, and shall order that the Variance be granted or denied, with such conditions as are found necessary to protect the public health, safety, and general welfare, and ensure compliance with the provisions of this Chapter. The Variance shall not be granted unless all of the following findings have been made:

- (a) There are special circumstances applicable to the Lot such as its size, shape, topography, location or surroundings that do not apply generally to other properties in the same Zone and any relevant Overlay Zone.
- (b) Because of the special circumstances applicable to the Lot, the strict application of the applicable Development Standards or Site Planning Standards would deprive the Lot of privileges enjoyed by others.
- (c) The granting of the Variance will not constitute a grant of special privilege inconsistent with the limitations on other properties in the same Zone any relevant Overlay Zone.
- (d) The project is consistent with the General Plan and complies with other applicable provisions of this Chapter.
- (e) The Variance will not be materially detrimental to the public health, safety, or welfare, or to the interests of residents and property owners nearby the Lot.
- (f) The Variance approval places suitable conditions on the Lot to protect nearby properties.
- (g) The use is permitted or conditionally permitted in the Zone and any relevant Overlay Zone.
- (h) For a Variance approving a Floor Area Ratio greater than 2:1, the following additional findings shall be required:

- (1) The strict application of the ratio to industrial facilities with extensive conveyors, silos, towers, tanks, and related features makes the floor area limitation inappropriate; and
- (2) The proposed Buildings or Ancillary Structures will not adversely affect the ability of the City to provide public services and utilities to the Lot; and
- (3) Surrounding Streets and major Streets providing access to the Lot are adequate to accommodate the intensity of development proposed as established by traffic studies or other studies required by the City.

Sec. 26.6.2-6. Notice of Decision. Not later than ten (10) business days following the rendering of a decision ordering that a Variance be granted or denied, a letter shall be mailed to the applicant at the address shown on the application filed with the City Council stating the decision of the City Council. If a resolution of the City Council orders that the Variance be granted, it shall also recite such conditions and limitations as the City Council may impose. The resolution of the City Council announcing its findings and determination after the hearing on an application for a Variance shall become a permanent record in the files of the City Clerk.

Sec. 26.6.2-7. Effective Date of Order Granting or Denying a Variance. The order of the City Council in granting or denying a Variance shall become final and effective on the date of the adoption of the resolution.

Sec. 26.6.2-8. Time Requirements for Use of Variance. Any Variance approved by the City Council shall expire and become null and void if:

- (a) There is no evidence of substantial use of the rights and privileges granted by the Variance within one (1) year from the date on which the Variance was granted; or
- (b) The use for which the Variance was granted has ceased to exist or has been suspended for at least one hundred twenty (120) continuous calendar days.

If an application for an extension of the above time requirements is filed prior to the expiration of the applicable time requirement, the City Council may grant one extension of time, not to exceed one year from the time limit specified, without a public hearing. Any additional request for an extension of the time limit shall be treated as a new application for a Variance.

Sec. 26.6.2-9. Revocation of Variance.

- (a) **Notice of Public Hearing.** Following receipt of a recommendation from the Director that the Variance be revoked, the City Clerk shall set the matter for public hearing to be held not less than ten (10) days nor more than sixty (60) days from the date of notice. The City Clerk shall give notice thereof in the manner provided in Section 26.6.2-3, "Conditional Use Permit." The City Council may by resolution revoke any Variance based upon the determination that the improvement authorized by the Variance has become detrimental to the public health, safety, or general welfare,

or the manner of operation constitutes or is creating a nuisance, based on any one of the following findings:

- (1) The circumstances under which the Variance was granted have been changed by the applicant to the extent that one or more of the findings contained in the original Variance can no longer be made in a positive manner, and the public health, safety, and general welfare require the revocation or modification;
 - (2) The use or business for which a parking or maneuvering Variance was granted has been changed to the extent that one or more of the findings contained in the original Variance can no longer be made in a positive manner, and the public health, safety, and general welfare require the revocation or modification;
 - (3) The Variance was issued, in whole or in part, on the basis of a misrepresentation or omission of a material statement(s) in the application or in the applicant's testimony presented during the public hearing for the Variance;
 - (4) One or more of the conditions of the Variance have not been substantially fulfilled or have been violated; or
 - (5) The improvement authorized by the Variance is in violation of any code, law, ordinance, regulation, or statute.
- (b) ***Findings.*** The City Council shall render written findings setting forth reasons for revoking or modifying the Variance.
- (c) ***Notification.*** If the Variance is modified or revoked, notification of the City Council action shall be mailed to the owner of the subject Lot or the owner's by the City Clerk and shall include a copy of the City Council resolution specifying the reasons for the revocation or modification of the Variance.

Sec. 26.6.2-10. Previously Granted Variance. Any Variance granted pursuant to any zoning ordinance enacted prior to the effective date of this Ordinance shall be construed to be a Variance under this Chapter subject to all conditions imposed thereunder. Such Variance may, however, expire, as provided in Section 26.6.2-8, "Development Agreement," or be modified or revoked as provided in Section 26.6.2-9 Reasonable Accommodations.

Sec. 26.6.3. Conditional Use Permit.

The City Council shall have the authority, subject to the provisions of this Chapter, to grant a Conditional Use Permit whenever it finds the granting of a Conditional Use Permit is consistent with the requirements, intent, and purpose of this Chapter. The purpose of a Conditional Use Permit is to allow proper integration of uses into the community which may only be suitable in specific locations or designed and constructed in a particular manner or under certain conditions. Conditional Use Permits are not automatically terminated upon transfer of the Lot for which they have been granted, but are subject to expiration as set forth in Section 26.6.3-7, "Time Requirements for Use of

Conditional Use Permit” and modification or revocation as set forth in Section 26.6.3-9, “Revocation or Substantial Modification of Conditional Use Permit,” and Section 26.6.3-10, “Conditional Use Permit – Minor Modification.” If the granting or denial of a Conditional Use Permit is subject to CEQA, and the time periods for any notice, response, or action set forth in Section 26.6.3, “Conditional Use Permit,” are inconsistent with the time periods required by CEQA, then the time periods shall be those necessary to comply with CEQA.

Sec. 26.6.3-1. Application and Fee. Application for a Conditional Use Permit shall be made by the property owner or authorized agent to the Department of Public Works, Water, and Development Services, on a form provided for that purpose by the City, and shall be accompanied by a filing fee in an amount established by resolution of the City Council. The City may retain, at the applicant’s expense, consultants to study the impacts of the proposed operation on the surrounding properties. Application for a Conditional Use Permit shall consist of a completed Conditional Use Permit Form and the following attachments:

- (a) **A plot plan** which shall show the surrounding land uses; the location and dimensions of all Buildings and structures; and the location and dimensions of all off-street parking, loading, and storage facilities. The plot plan shall show areas for proposed Outdoor Storage and Activities, including areas proposed for vehicle washing or maintenance and repair; equipment; outdoor storage; the location and height of all fences, walls, screens, or landscaped areas in relation to the operation of the proposed use; the location and width of ingress and egress points to the Lot; the location and dimensions and turning radii of all parking and loading areas; and proposed truck routes through the City.
- (b) **A floor plan** showing:
 - (1) The proposed location for all interior walls and all major equipment; and
 - (2) The areas proposed for storage, use, or processing of explosive, toxic, infectious, or hazardous materials (as defined in federal and state laws and regulations), and the facilities and equipment to protect and contain or suppress accidents or fires involving said materials.
- (c) **An operations plan** describing in detail each function of the proposed use, the hours of operation, and any impacts to adjoining properties.
- (d) **A traffic study** showing the maximum number of vehicles traveling daily to and from the Lot, the approximate times vehicles will enter and exit the Lot, the number of Parking Spaces that will be required, the available maneuvering space, and the normal routes the vehicles would be expected to take to and from the Lot. The Director may request additional information and studies concerning impacts on the level of service of Streets that may be caused by traffic to and from the Lot.
- (e) **An environmental checklist** describing potential impacts to the environment and neighboring properties.

Sec. 26.6.3-2. Notice of Public Hearing. Following presentation of a completed application to the Department of Public Works, Water, and Development Services, the City Clerk shall set the matter for public hearing in not less than ten (10) days nor more than sixty (60) days, and shall give notice of the time and place of the hearing and the information concerning the subject matter and purpose of the meeting in the manner described in Section 26.6.2-3, “Notice of Public Hearing.”

Sec. 26.6.3-3. Public Hearing, Action of the City Council. If, from the facts presented at the public hearing or by an investigation at the instigation of the City Council, the City Council makes the findings required in Section 26.6.3-4, “Findings and Decisions by Resolution,” and finds that such Conditional Use Permit or modification thereof should be granted, the City Council may grant the requested Conditional Use Permit in whole, or in part, and upon such terms and conditions as the City Council may deem proper to preserve the public health, safety, convenience, and general welfare, and the general intent and purpose of this Chapter. The City Council shall make its findings and determinations upon said application within thirty (30) days after the conclusion of any hearing held thereon, unless a waiver of this time requirement is provided by the applicant.

Sec. 26.6.3-4. Findings and Decision by Resolution. The City Council shall announce its findings and decision by written resolution. The resolution shall recite, among other things, the facts and reasons which, in the opinion of the City Council, make the granting or denial of the Conditional Use Permit necessary to carry out the provisions and general purpose of this Chapter, and shall order that the Conditional Use Permit be granted or denied. The Conditional Use Permit shall not be granted unless all of the following findings have been made:

- (a) The Lot for the proposed use is adequate in size, shape and topography, including any required drainage and landscaping;
- (b) The proposed use will not have a material adverse effect on the public;
- (c) The proposed use is compatible with the existing authorized uses of surrounding and adjacent properties;
- (d) The Lot has adequate off-street parking and loading facilities, and vehicle maneuverability for the proposed use;
- (e) The location, operation and design for the proposed use is consistent with the General Plan, any applicable specific plan and the zoning regulations of the City;
- (f) The use is consistent with all applicable federal, state, and local laws, rules and regulations;
- (g) The proposed use have a significant adverse impact on the general welfare as a result of noise, increased traffic, interference with the flow of traffic, or dust; and
- (h) The conditions applied to the permit are necessary to protect the public health, safety, and general welfare.

Sec. 26.6.3-5. Notice of Decision. Not later than ten (10) business days following the rendering of a decision ordering that a Conditional Use Permit be granted or denied, a letter shall be mailed to the

applicant at the address shown on the application filed with the City stating the decision of the City Council.

Sec. 26.6.3-6. Effective Date of Order Granting or Denying a Conditional Use Permit. The order of the City Council in granting or denying a Conditional Use Permit shall become final and effective on the date of the adoption of the resolution.

Sec. 26.6.3-7. Time Requirements for Use of Conditional Use Permit. Any Conditional Use Permit approved by the City Council shall expire and become null and void if:

- (a) There is no evidence of substantial use of the rights and privileges granted by the Conditional Use Permit within one (1) year from the date on which the Conditional Use Permit was granted; or
- (b) The use for which the Conditional Use Permit was granted has ceased to exist or has been suspended for at least three hundred sixty-five (365) continuous calendar days.

If an application for an extension of the above time requirements is filed prior to the expiration of the applicable time requirement, the City Council may grant one extension of time, not to exceed one year from the time limit specified, without a public hearing. Any additional request for an extension of the time limit shall be treated as a new application for a Conditional Use Permit.

Sec. 26.6.3-8. General Conditions. The City Council shall impose conditions on the Conditional Use Permit to protect the public health, safety, and general welfare. Such conditions may, without limitation, include:

- (a) Regulation of use;
- (b) Special yards, spaces, and buffers;
- (c) Fences and walls;
- (d) Surfacing of parking areas subject to City specifications;
- (e) Dedication of a portion of the land for a Right-of-way;
- (f) Making or paying for related street improvements;
- (g) Regulation of points of vehicular ingress and egress;
- (h) Regulation of signs;
- (i) Requiring Landscaping;
- (j) Outdoor Storage and Activities limitations or requirements;
- (k) Requiring maintenance of the Landscaping and the grounds;
- (l) Requiring adequate parking and loading spaces;

- (m) Regulation of noise, vibration, odors, and similar concerns;
- (n) Regulation of time for certain activities;
- (o) Regulation time period within which the proposed use shall be implemented or used;
- (p) Duration of use; and
- (q) Such other conditions as will make possible the development of the project in an orderly and efficient manner in conformity with the intent and purposes set forth in this Chapter.

Sec. 26.6.3-9. Revocation or Amendment of Conditional Use Permit.

- (a) ***Revocation or Amendment of Conditional Use Permit.*** Following receipt of a recommendation from the Director that the Conditional Use Permit be revoked or amended, the City Clerk shall set the matter for public hearing to be held in not less than ten (10) days or more than sixty (60) days from the date of notice, and shall give notice thereof in the manner provided in Section 26.6.2-3, “Notice of Public Hearing.” The City Council may by resolution revoke any Conditional Use Permit (or, if a revocation is not justified, the City Council may, instead, amend the Conditional Use Permit) based upon the determination that the use authorized by the Conditional Use Permit has become detrimental to the public health, safety, or general welfare, or the manner of operation constitutes or is creating a nuisance, based on any one of the following findings:
 - (1) The circumstances under which the Conditional Use Permit was granted have been changed by the applicant to the extent that one or more of the findings contained in the original Conditional Use Permit can no longer be made in a positive manner, and the public health, safety, and general welfare require the revocation or modification;
 - (2) The Conditional Use Permit was issued, in whole or in part, on the basis of a misrepresentation or omission of a material statement(s) in the application or in the applicant's testimony presented during the public hearing for the Conditional Use Permit;
 - (3) One or more of the conditions of the Conditional Use Permit are both feasible and have been intentionally unfulfilled or violated; or
 - (4) The use authorized by the Conditional Use Permit is in violation of any code, law, ordinance, regulation, or statute.
- (b) ***Findings.*** The City Council shall render written findings setting forth reasons for revoking or modifying the Conditional Use Permit.
- (c) ***Notification.*** If the Conditional Use Permit is revoked or modified, notification of the City Council action shall be mailed to the owner of the subject Lot by the City

Clerk and shall include a copy of the City Council resolution specifying the reasons for revoking or modifying the Conditional Use Permit.

Sec. 26.6.3-10. Conditional Use Permit – Minor Modification. Whenever a practical difficulty occurs or unforeseen circumstances arise during the course of exercising a Conditional Use Permit issued in accordance with the provisions of this Chapter, and which may necessitate a minor modification of such Conditional Use Permit, a Conditional Use Permit-Minor Modification may be issued for such modification in accordance with the following provisions.

- (a) **Application and Fee.** Any owner of property for which a Conditional Use Permit has been issued and is currently in effect, and who is desirous of a minor modification thereof, may file with the Director an application for approval of a Conditional Use Permit-Minor Modification, accompanied by a filing fee in an amount established by a resolution of the City Council. The application shall set forth and include any information as the Director may require.
- (b) **Qualifications for Filing.** Any application filed for a minor modification that also complies with the requirements and findings as set forth in Section 26.6.3-4, “Findings and Decision by Resolution,” of this Chapter, but which only involves a minor modification in the site development plan, arrangement of facilities, or activities at the site adequate to accommodate the operation of the use of land operating under a valid Conditional Use Permit, or any of the conditions of permit issuance, and determination thereof has been made at the discretion of the Director, may qualify for a Conditional Use Permit-Minor Modification.
- (c) **Determination, Action of the Director.** The Director shall have the authority, subject to the provisions of this Chapter, to approve a Conditional Use Permit-Minor Modification without a public hearing; provided, however, that such modification is in fact minor in scope and nature and only involves minor adjustments to retain the integrity of the Conditional Use Permit. The Director shall not approve such minor modification when a Conditional Use Permit has not been issued or is not in effect. A minor modification shall not be issued if it involves the waiver or deletion of any condition of a Conditional Use Permit unless the condition is found to be infeasible or unenforceable due to physical, technological, or practical constraints, as determined by the Director. The Director shall process such application for Conditional Use Permit-Minor Modification in the following manner:
 - (1) **Investigations.** The Director, upon receipt and acceptance of an application, shall make and cause to be made such investigations of the facts bearing upon the application what will assure appropriate disposition thereof.
 - (2) **Findings.** The Director, upon conducting an inspection of the property involved, upon examination and review of the application and investigations, and upon ascertaining all other pertinent facts relative thereto, shall determine whether or not the requirements for qualification have been shown, as hereinabove set forth in Section 26.6.3-4, “Findings and Decision by Resolution,” and the application therefore qualifies for a Conditional Use Permit-Minor Modification. The Director shall not grant a modification unless

all of the findings pursuant to Section 26.6.3-4, “Findings and Decision by Resolution,” can be made.

- (3) ***Option to Refer to City Council.*** The Director may elect to refer the application, with or without a recommendation, to the City Council for decision. Upon referral to City Council, all procedures associated with hearing, action, noticing, findings, and decision shall comply with Section 26.6.3, “Revocation or Substantial Modification of Conditional Use Permit.”
- (4) ***Notice of Decision.*** Not later than ten (10) business days following the rendering of a decision ordering that a minor modification be granted or denied, a letter shall be mailed to the applicant at the address shown on the application filed with the City stating the decision of the Director.
- (5) ***Effective Date of Order Granting or Denying a Minor Modification.*** The order of the Director in granting or denying a Minor Modification to a Conditional Use Permit shall become final and effective on the date of the signing of the notice of decision.
- (6) ***Appeals.*** Following the City Clerk’s receipt of a written appeal contesting any action or decision of the Director that has been submitted to the City Clerk within thirty (30) days after the date such action or decision was taken by the Director, the City Clerk shall set the appeal for a public hearing. The public hearing shall be held not less than ten (10) days nor more than sixty (60) days from the City Clerk’s receipt of the appeal. The City Clerk shall give notice of the time and place of the hearing and the purpose thereof in the manner described in Section 26.6.3-3, “Notice of Public Hearing.” The appellant may appear in person before the City Council or be represented by an attorney, and may introduce evidence to support the claim. The appellant shall cause to be made at his or her own expense any investigation or research required by the City to substantiate the appellant’s claim.

Sec. 26.6.3-11. Recommend Substantial Modification. If the Director denies a Minor Modification to a Conditional Use Permit or deems the request to be a Substantial Modification to a Conditional Use Permit, then the original Conditional Use Permit still applies and the applicant can apply for a Substantial Modification of a Conditional Use Permit. A Substantial Modification of a conditional use permit shall follow all procedures associated with hearing, action, noticing, findings, and decision in compliance with Section 26.6.3, “Conditional Use Permit,” as if it were a new application.

Sec. 26.6.3-12. Existing Uses. Uses existing on the effective date of this Ordinance that were legally permitted prior to the effective date of this Ordinance may continue as Legal Nonconforming Uses subject to the terms of Section 26.5.3, “Legal Nonconforming Status.”

Sec. 26.6.3-13. Previously Granted Conditional Use Permit. Any Conditional Use Permit granted pursuant to any zoning ordinance enacted prior to the effective date of this Ordinance shall be construed to be a Conditional Use Permit under this Ordinance subject to all conditions imposed in such Conditional Use Permit, subject to the terms of Section 26.5.3, “Legal Nonconforming Status.” Such Conditional Use Permit may, however, expire as provided in Section 26.6.3-7, “Time

Requirements for Use of Conditional Use Permit,” or be revoked or modified as provided in Section 26.6.3-9, “Revocation or Substantial Modification of Conditional Use Permit,” and/or Section 26.6.3-10, “Conditional Use Permit.”

Sec. 26.6.4. Minor Conditional Use Permit.

Sec. 26.6.4-1. Authority and Purpose. The Director shall have the authority, subject to the provisions of the Chapter, to grant a Minor Conditional Use Permit whenever the Director finds the granting of a Minor Conditional Use Permit is consistent with the requirements, intent, and purpose of this Chapter. The purpose of a Minor Conditional Use Permit is to allow proper integration of uses into the community which may only be suitable in specific locations or designed and constructed in a particular manner or under certain conditions, but are of a scale that would be less impactful than those that may be permitted with a Conditional Use Permit. Minor Conditional Use Permits are not automatically terminated upon transfer of the Lot for which they have been granted, but are subject to expiration as set forth in Section 26.6.4-9, “Time Requirements for Use of Minor Conditional Use Permit,” and modification or revocation as set forth in Section 26.6.4-12, “Modification of Minor Conditional Use Permit,” and 26.6.4-13, “Revocation of Minor Conditional Use Permit.” If the granting or denial of a Minor Conditional Use Permit is subject to CEQA, the time periods for any notice, response, or action shall comply with the time frames established by CEQA, notwithstanding any time periods set forth in this Section 26.6.4, “Minor Conditional Use Permit.”

Sec. 26.6.4-2. Minor Conditional Use Permit - Application and Fee. Application for a Minor Conditional Use Permit shall be made by the property owner or authorized agent to the Department of Public Works, Water, and Development Services, on a form provided for that purpose by the City, and shall be accompanied by a filing fee in an amount established by resolution of the City Council. The City may retain, at the applicant’s expense, consultants to study the impacts of the proposed operation on the surrounding properties. Application for a Minor Conditional Use Permit shall consist of a completed Minor Conditional Use Permit Form and the following attachments:

- (a) **A plot plan** which shall show the surrounding land uses; the location and dimensions of all Buildings and structures; and the location and dimensions of all off-street parking, loading, and storage facilities. The plot plan shall show areas for proposed Outdoor Storage and Activities, including areas proposed for vehicle washing or maintenance and repair; equipment; outdoor storage, if allowed; the location and height of all fences, walls, screens, or landscaped areas in relation to the operation of the proposed use(s); the location and width of ingress and egress points to the Lot; and the location and dimensions and turning radii of all parking and loading areas.
- (b) **A floor plan** showing:
 - (1) The proposed location for all interior walls and all major equipment; and
 - (2) The areas proposed for storage, use, or processing of explosive, toxic, infectious, or hazardous materials (as defined in federal and state laws and regulations), and the facilities and equipment to protect and contain or suppress accidents or fires involving said materials.

- (c) **An operations plan** describing in detail each function of the proposed use(s), the hours of operation, and any impacts to adjoining properties.
- (d) **A traffic study**, if required by the Director, showing the maximum number of vehicles traveling daily to and from the Lot, the approximate times vehicles will enter and exit the Lot, the number of Parking Spaces that will be required, the available maneuvering space, and the normal routes the vehicles would be expected to take to and from the Lot. The Director may request additional information and studies concerning impacts on the level of service of Streets that may be caused by traffic to and from the Lot.
- (e) **An environmental checklist** describing potential impacts to the environment and neighboring properties.

Sec. 26.6.4-3. Minor Conditional Use Permit - Public Notice. Following presentation of a completed application to the Department of Public Works, Water, and Development Services, the City Clerk shall give notice that a Minor Conditional Use Permit is to be considered. Such notice shall be mailed to all property owners within a three hundred (300) foot radius of the property where the Minor Conditional Use Permit is proposed. The notification shall provide a general explanation of the matter to be considered and a general description, in text or by diagram, of the location of the Lot that is the subject of the decision, and shall provide a comment period of not less than fourteen (14) calendar days.

Sec. 26.6.4-4. Minor Conditional Use Permit - Determination, Action of the Director If, from the facts presented via public comments and by an investigation at the instigation of the Director, the Director makes the findings required in Section 26.6.4-6, “Finding and Decisions,” and finds that such Minor Conditional Use Permit or modification thereof should be granted, the Director may grant the requested Minor Conditional Use Permit in whole, or in part, and upon such terms and conditions as the Director may deem proper to preserve the public health, safety, convenience, and general welfare, and the general intent and purpose of this Chapter. The Director shall make his findings and determinations upon said application within thirty (30) days after the application for the Minor Conditional Use Permit is deemed complete and CEQA review has been completed, unless a waiver of this time requirement is provided by the applicant.

Sec. 26.6.4-5. Minor Conditional Use Permit - Option to Refer to City Council. The Director may elect to refer the application, with or without a recommendation, to the City Council for decision. Upon referral to City Council, all procedures associated with hearing, action, noticing, findings, and decision shall comply with Section 26.6.3, “Conditional Use Permit.”

Sec. 26.6.4-6. Minor Conditional Use Permit - Findings and Decision. Upon consideration of any comments received, the Director (or the Council on a referral) may approve, conditionally approve, or deny the proposed Minor Conditional Use Permit. The Minor Conditional Use Permit shall not be granted unless all of the following findings have been made:

- (a) The Lot is adequate in size, shape and topography for the proposed use;
- (b) The proposed use will not have a material adverse effect on the public;
- (c) The proposed use is compatible with the existing authorized uses of surrounding and adjacent properties;

- (d) The Lot has adequate off-street parking, loading facilities, and vehicle maneuverability for the proposed use;
- (e) The use, as to location, operation and design, is consistent with the General Plan, any applicable specific plan, and the zoning regulations of the City of Vernon, including the City's policy considerations as to acceptable uses in the City;
- (f) The use is consistent with all applicable County, State, and federal laws, rules and regulations;
- (g) The proposed use will not adversely affect the general welfare as a result of noise, increased traffic, interference with the flow of traffic, dust, or other undesirable characteristics; and
- (h) The conditions stated in the decision are deemed necessary to protect the public health, safety, and general welfare.

Sec. 26.6.4-7. Notice of Decision. Not later than ten (10) business days following the rendering of a decision ordering that a Minor Conditional Use Permit be granted or denied, a letter shall be mailed to the applicant at the address shown on the application filed with the City stating the decision of the Director.

Sec. 26.6.4-8. Effective Date of Order Granting or Denying a Minor Conditional Use Permit. The order of the Director in granting or denying a Minor Conditional Use Permit shall become final and effective on the date of the signing of the notice of decision.

Sec. 26.6.4-9. Time Requirements for Use of Minor Conditional Use Permit. Any Minor Conditional Use Permit approved by the Director shall expire and become null and void if:

- (a) There is not evidence of substantial use of the rights and privileges granted by the Minor Conditional Use Permit within one (1) year from the date on which the Minor Conditional Use Permit was granted; or
- (b) The use for which the Minor Conditional Use Permit was granted has ceased to exist or has been suspended for at least one (1) year.

If an application for an extension of the above time requirements is filed prior to the expiration of the applicable time requirement, the Director may grant one extension of time, not to exceed one year from the time limit specified. Any additional request for an extension of the time limit shall be treated as a new application for a Minor Conditional Use Permit.

Sec. 26.6.4-10. General Conditions. The Director shall impose conditions on the Minor Conditional Use Permit to protect the public health, safety, and general welfare. Such conditions may, without limitation, include:

- (a) Regulation of use;
- (b) Special yards, spaces, and buffers;

- (c) Fences and walls;
- (d) Surfacing of parking areas subject to City specifications;
- (e) Dedication of a portion of the land for a Right-of-way;
- (f) Making or paying for related street improvements;
- (g) Regulation of points of vehicular ingress and egress;
- (h) Regulation of signs;
- (i) Requiring Landscaping;
- (j) Outdoor Storage and Activities limitations or requirements;
- (k) Requiring maintenance of the Landscaping and the grounds;
- (l) Requiring adequate parking and loading spaces;
- (m) Regulation of noise, vibration, odors, and similar concerns;
- (n) Regulation of time for certain activities;
- (o) Regulation time period within which the proposed use shall be implemented or used;
- (p) Duration of use; and
- (q) Such other conditions as will make possible the development of the project in an orderly and efficient manner in conformity with the intent and purposes set forth in this Chapter.

Sec. 26.6.4-11. Appeals. Following the City Clerk's receipt of a written appeal contesting any action or decision of the Director that has been submitted to the City Clerk within thirty (30) days after the date such action or decision was taken by the Director, the City Clerk shall set the appeal for a public hearing. The public hearing shall be held not less than ten (10) days nor more than sixty (60) days from the City Clerk's receipt of the appeal. The City Clerk shall give notice of the time and place of the hearing and the purpose thereof in the manner described in Section 26.6.2-3, "Notice of Public Hearing." The appellant may appear in person before the City Council or be represented by an attorney, and may introduce evidence to support the claim. The appellant shall cause to be made at his or her own expense any investigation or research required by the City to substantiate the appellant's claim.

Sec. 26.6.4-12. Modification of Minor Conditional Use Permit. The Director shall have the authority to, upon a filed request of the grantee of the Minor Conditional Use Permit, consider modifications to an approved Minor Conditional Use Permit. The Director shall approve, deny, or approve with additional conditions an application for modification of a Minor Conditional Use Permit based on the following written findings:

- (1) The modification is in compliance with all applicable requirements of the Zoning Ordinance;
- (2) The modification will achieve the same or improved relief from the impact or impacts the original condition(s) was designed to achieve;
- (3) The modification will not result in any foreseeable new environmental impacts; and
- (4) The modification complies with all applicable City, County, state, and federal laws and regulations.

Sec. 26.6.4-13. Revocation or Amendment of a Minor Conditional Use Permit.

- (a) ***Revocation or Amendment of a Minor Conditional Use Permit.*** Following receipt of a recommendation from the Director that a Minor Conditional Use Permit be revoked, the City Clerk shall set the matter for public hearing to be held in not less than ten (10) days or more than sixty (60) days from the date of notice, and shall give notice thereof in the manner provided in Section 26.6.2-3, “Notice of Public Hearing.” The City Council may by resolution revoke any Minor Conditional Use Permit (or, if a revocation is not justified, the City Council may, instead, amend the Minor Conditional Use Permit) based upon the determination that the use authorized by the Minor Conditional Use Permit has become detrimental to the public health, safety, or general welfare, or the manner of operation constitutes or is creating a nuisance, based on any one of the following findings:
 - (1) The circumstances under which the Minor Conditional Use Permit was granted have been changed by the applicant to the extent that one or more of the findings contained in the original Minor Conditional Use Permit can no longer be made in a positive manner, and the public health, safety, and general welfare require the revocation or modification;
 - (2) The Minor Conditional Use Permit was issued, in whole or in part, on the basis of a misrepresentation or omission of a material statement(s) in the application or in the applicant's testimony presented during the public hearing for the Minor Conditional Use Permit;
 - (3) One or more of the conditions of the Minor Conditional Use Permit are both feasible and have been intentionally unfulfilled or violated; or
 - (4) The use authorized by the Minor Conditional Use Permit is in violation of any code, law, ordinance, regulation, or statute.
- (b) ***Findings.*** The City Council shall render written findings setting forth reasons for revoking or modifying the Minor Conditional Use Permit.
- (c) ***Notification.*** If the Minor Conditional Use Permit is revoked or modified by the City Council, notification of the City Council action shall be mailed to the owner of the

subject Lot by the City Clerk and shall include a copy of the City Council resolution specifying the reasons for revoking or modifying the Minor Conditional Use Permit.

Sec. 26.6.5. Temporary Use Permits.

Sec. 26.6.5-1. Authority and Purpose. This section is intended to grant the Director and the City Council the authority, subject to the provisions of this Chapter, to temporarily authorize upon property not owned or controlled by the city, short-term, activities that are not already authorized upon that property, and which short-term activities would be compatible with adjacent and surrounding uses when conducted in compliance with this Chapter.

Sec. 26.6.5-2. Application and Fee. Application for a Temporary Use Permit shall be made by the property owner or authorized agent to the Department of Public Works, Water, and Development Services, on a form provided for that purpose by the City, and shall be accompanied by a filing fee in an amount established by resolution of the City Council. The application shall also be reviewed by the Police, Fire and Health Departments to ensure the operation of the Temporary Use plans and maintains adequate traffic control, security, safety provisions and any other applicable requirements.

Sec. 26.6.5-3. Applicability. The provisions established in this Section, “Temporary Use Permits.” shall only apply to proposed temporary activities on property not owned or controlled by the City (“Non-City Property”). Proposed temporary used by non-City parties of City owned or controlled property (“City Property”) may be authorized via issuance of a special events permit. For proposed temporary land uses on Non-City property, the following two categories of temporary land uses identify the level of permit required, if any, based on the proposed duration, size, and type of use:

- (a) **Exempt Temporary Uses.** The following minor and limited duration temporary uses are exempt from the requirement for a Temporary Use Permit. Uses that do not fall within the categories defined in this Subsection shall comply with Section 26.6.5-3(b), “Allowed Temporary Uses and Major Events” or shall not be permitted.
 - (1) **Construction Sites – On-Site.** On-site contractors' construction/storage uses, in conjunction with an approved construction project on the same parcel. The construction and/or storage use shall be removed immediately upon completion of the construction project, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.
 - (2) **Emergency Facilities.** Emergency public health and safety needs/land use activities, as determined by the Director.
 - (3) **First Amendment Protected Activity.** Any spontaneous activity or event determined to have clearly identified First Amendment protections, whereby the time provisions established in this Section for acquiring a Temporary Use Permit would, in the opinion of the Director, unreasonably interfere with the ability of the activity or event to occur.
 - (4) **Special Event Permitted Activities –**Uses that are permitted in accordance with Section 26.6.5-11.

- (b) ***Allowed Temporary Uses and Major Events.*** Non-exempt temporary uses, including special events, shall be subject to the issuance of a Temporary Use Permit, and only when conducted in compliance with Section 26.6.5-9, “General Conditions,” below.
- (1) **Contractors’ Construction Sites – Off-Site.** The temporary use of a site for an off-site contractor’s construction, staging, or storage area(s) for a construction project within the City. The permit may be effective for up to 180 days and extended in 180-day increments, with Director approval, or the expiration of the companion Building Permit, authorizing the construction project, whichever first occurs.
 - (2) **Major Events.** Amusement rides, arts and crafts exhibits, auctions, carnivals, circuses, concerts, fairs, farmer’s markets, festivals, food markets/events, outdoor entertainment/sporting events, and rodeos limited to nine (9) consecutive days or fewer, or three (3) two(2)-day weekends, within a twelve (12)-month period. If an annual plan is submitted to and approved by the Director, the frequency and duration of these special events may be extended.
 - (3) **Outdoor display or sale events** conducted by a business holding a valid Business License, issued in compliance with Municipal Code Section 5.1, “Definitions,” *et seq.*, and a retail sellers permit issued by the State of California for product not normally stored or produced on site may be allowed a maximum of six (6) outdoor sale events (excluding City-sponsored activities). For purposes of this Subsection, an outdoor sale event shall be no longer than seven (7) consecutive days in duration. If an annual plan is submitted to and approved by the Director, the frequency and duration of these outdoor display and sale events may be extended.
 - (4) **Seasonal sales** (for example, Halloween pumpkin sales and Christmas tree sale lots), issued in compliance with Municipal Code Section 5.3 License required; application for license, and limited to thirty (30) consecutive days or less.
 - (5) **Other Similar Temporary Uses.** Similar temporary uses that, in the opinion of the Director, are compatible with the subject zone and surrounding land uses.

Sec. 26.6.5-4. Determination, Action of the Director. A public hearing shall not be required for the Director’s decision on a Temporary Use Permit application. However, the Director shall have the authority to require noticing of surrounding property owners and tenants if, in the Director’s opinion, the proposed Temporary Use has the potential to create adverse impacts on surrounding properties and uses.

If, from the facts presented via comments or by an investigation at the instigation of the Director, the Director makes the findings required in Section 26.6.5-6, “Findings and Decisions,” and finds that such Temporary Use Permit or modification thereof should be granted, the Director may grant the requested Temporary Use Permit in whole, or in part, and upon such terms and conditions as the

Director may deem proper to preserve the public health, safety, convenience, and general welfare, and the general intent and purpose of this Chapter. The Director shall make findings and determinations upon said application within thirty (30) days after the application for the Temporary Use Permit is deemed complete, unless a waiver of this time requirement is provided by the applicant.

Sec. 26.6.5-5. Option to Refer to City Council. The Director may elect to refer the application, with or without a recommendation, to the City Council for decision. Upon referral to City Council, all procedures associated with hearing, action, and noticing shall comply with Section 26.6.3, “Conditional Use Permit.”

Sec. 26.6.5-6. Findings and Decision. The Director (or the Council on a referral) may approve, conditionally approve, or deny a Temporary Use Permit application. The Temporary Use Permit shall not be granted unless all of the following findings have been made:

- (a) The operation of the requested temporary use at the location proposed and within the time period specified will not endanger, jeopardize, or otherwise constitute a menace to the public convenience, health, safety, or general welfare;
- (b) The operation of the requested temporary use will not be detrimental to adjoining properties through the creation of excessive dust, light, noise, odor, or other objectionable characteristics;
- (c) The proposed parcel is adequate in size and shape to accommodate the temporary use without detriment to the enjoyment of other properties located adjacent to and in the vicinity of the subject parcel;
- (d) The proposed use and authorized operators will comply with all applicable laws, including fire and life safety requirements and maximum occupancy requirements.
- (e) The proposed parcel is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use will or could reasonably be expected to generate;
- (f) Adequate temporary parking to accommodate vehicular traffic to be generated by the use will be available either on-site, on-street or at alternate locations acceptable to the Director; and
- (g) The applicant agrees in writing to comply with any and all of the conditions imposed by the review authority in the approval of the Temporary Use Permit.

Sec. 26.6.5-7. Notice of Decision. Not later than ten (10) business days following the rendering of a decision ordering that a Temporary Use Permit be granted or denied, a letter shall be mailed to the applicant at the address shown on the application filed with the City stating the decision of the Director.

Sec. 26.6.5-8. Effective Date of Order Granting or Denying a Temporary Use Permit. The order of the Director to grant or deny a Temporary Use Permit shall become final and effective on the date of the signing of the notice of decision.

Sec. 26.6.5-9. General Conditions. In approving a Temporary Use Permit application, the Director (or the Council on a referral) may impose conditions that are deemed reasonable and necessary to ensure that the permit would be in full compliance with the findings required by Section 26.6.5-6, “Findings and Decisions,” above. Such conditions may, without limitation, include:

- (a) Fixed period of time;
- (b) Operating hours and days;
- (c) Temporary pedestrian and vehicular circulation;
- (d) Regulation of nuisance factors;
- (e) Regulation of temporary structures;
- (f) Litter, sanitary, and medical facilities;
- (g) Waste collection, recycling, and/or disposal;
- (h) Police/security and safety measures;
- (i) Signs;
- (j) Performance bond or other security;
- (k) Limitations on alcoholic beverage sales;
- (l) Compliance with applicable provisions; and
- (m) Such other conditions as will make possible the temporary use in an orderly and efficient manner in conformity with the intent and purposes set forth in this Chapter.

Sec. 26.6.5-10. Condition of Site Following Temporary Use. Each site occupied by a temporary use shall be cleaned of debris, litter, or any other evidence of the temporary use upon completion or removal of the use, and shall continue to be used in compliance with this Zoning Ordinance.

Sec. 26.6.5-11. Special Event Permit. Temporary uses that are considered minor in nature by virtue of having minimal impact to surrounding properties may be issued a Special Event Permit by the Vernon Fire Department. Such events meeting these qualifications may include but are not limited to indoor or outdoor sales event of product normally stored or produced onsite, outdoor or indoor meeting, ground breaking ceremony, holiday or special occasion party, or similar event. Such events generally are of a duration no longer than two days. If, in the opinion of the Fire Chief, the Fire Chief determines the event is beyond the scope of a Special Event Permit, the application shall be denied and instead the applicant shall be required to apply for a Temporary Use Permit.

In approving a Special Event Permit application, the Fire Chief may impose conditions that are deemed reasonable and necessary to ensure that the permit would be in full compliance with the findings required of a Temporary Use Permit by Section 26.6.5-6, “Findings and Decisions,” above. Such conditions may, without limitation, include:

- (a) Fixed period of time;
- (b) Operating hours and days;
- (c) Temporary pedestrian and vehicular circulation;
- (d) Regulation of nuisance factors;
- (e) Regulation of temporary structures;
- (f) Litter, sanitary, and medical facilities;
- (g) Waste collection, recycling, and/or disposal;
- (h) Police/security and safety measures;
- (i) Signs;
- (j) Performance bond or other security;
- (k) Limitations on alcoholic beverage sales;
- (l) Compliance with applicable provisions; and

Sec. 26.6.5-12. Such other conditions as will make possible the temporary use in an orderly and efficient manner in conformity with the intent and purposes set forth in this Chapter

Sec. 26.6.6. Zoning Ordinance or Text Amendment.

Sec. 26.6.6-1. Purpose. Whenever public necessity, convenience and general welfare require, the boundaries of the Zone and the Overlay Zones established by this Chapter, the classification of property uses therein, or other provisions of this Chapter may be amended as follows:

- (a) By amending the Zoning Map, or
- (b) By revising the text of the Ordinance.

Sec. 26.6.6-2. Amendments. Amendments of this Chapter and the Zoning Map which is a part hereof, may be adopted as follows:

- (a) An Amendment may be initiated by the verified application of the owner or owners of property which is proposed to be changed or reclassified, whenever an Amendment, supplement to, or change in the regulations prescribed for the property is desired; or
- (b) The City Council may introduce and adopt an ordinance as provided in the City charter.

Sec. 26.6.6-3. Notice of Public Hearing. Within sixty (60) days after (a) receipt of a completed application by the owner or owners of property or (b) introduction of an ordinance by the City Council, as the case may be, the City Clerk shall set the matter for public hearing to be held not less

than ten (10) days and not more than sixty (60) days from the date of notice of the public hearing, with such notice being given in the manner provided in Government Code Section 65091. If the granting or denial of an Amendment is subject to CEQA, the time periods for any notice, response, or action shall comply with the time frames established by CEQA, notwithstanding any time periods set forth in this Section 26.6.3, "Notice of Public Hearing."

Sec. 26.6.6-4. City Council to Announce Decision After the Public Hearing. The City Council shall announce its decision and if the Amendment is approved, shall adopt an ordinance incorporating the decision. The ordinance shall recite the facts and reasons which, in the opinion of the City Council, make the approval of the application for the Amendment necessary to carry out the general purpose of this Chapter.

Sec. 26.6.6-5. Notice of Ordinance. At the time the ordinance becomes effective, one copy of such ordinance shall be forwarded to the applicant at the address shown upon the application.

Sec. 26.6.6-6. Zoning Map Modification. If the Amendment involves an amendment to the Zoning Map, the Department of Public Works, Water, and Development Services, immediately following the effective date of the ordinance, shall cause the Zoning Map to be so modified. Copies of the modified Zoning Map shall be available to the public on request.

Sec. 26.6.7. Interpretations, Minor Exceptions, and Appeals.

Sec. 26.6.7-1. Interpretations. The Director shall have the power to interpret the provisions of the Zoning Ordinance when any ambiguity or lack of clarity exists and to make determinations as to whether a proposed use is substantially similar to a Permitted Use and is therefore permitted of right or through obtaining a Conditional Use Permit or Minor Conditional Use Permit, or whether a proposed use is a First Amendment Protected Use and is therefore permitted as such, pursuant to this Chapter.

Sec. 26.6.7-2. Record of Interpretations. The Director shall keep a written record of interpretations made on file in the Department of Public Works, Water, and Development Services. Such record shall briefly describe the interpretation made and the date of the interpretation. The record shall be available for public review during the normal business hours of the Department of Public Works, Water, and Development Services.

Sec. 26.6.7-3. Exceptions. The Director shall have the authority to make minor exceptions or adjustments to the standards contained in this Ordinance. The Exception shall not be granted unless such exceptions are necessary to ensure an equitable and reasonable application of the Chapter. Exceptions shall not result in the reduction of any standard by an amount greater than ten percent (10%). Any deviation from a standard which exceeds ten percent (10%) shall be made only in accord with Section 26.6.2, "Variances," of this Chapter.

Sec. 26.6.7-4. Record of Exceptions. Any exception made by the Director in accord with the provisions of this Section shall be duly recorded in concise language and with accompanying drawings as required. The record shall be filed in the Department of Public Works, Water, and Development Services by property location using a street address or other reasonable system to permit reference to the exception made at any future date.

Sec. 26.6.7-5. Appeals. Following the City Clerk’s receipt of a written appeal contesting any action or decision of the Director that has been submitted to the City Clerk within thirty (30) days after the date such action or decision was taken by the Director, the City Clerk shall set the appeal for a public hearing. The public hearing shall be held not less than ten (10) days nor more than sixty (60) days from the City Clerk’s receipt of the appeal. The City Clerk shall give notice of the time and place of the hearing and the purpose thereof in the manner described in Section 26.6.2-3, “Notice of Public Hearing.” The appellant may appear in person before the City Council or be represented by an attorney, and may introduce evidence to support the claim. The appellant shall cause to be made at his or her own expense any investigation or research required by the City to substantiate the appellant’s claim.

Sec. 26.6.8. Development Agreement.

Sec. 26.6.8-1. Applicability. Development Agreements are authorized by California Government Code Section 65864 as a means of providing both the city and property owners with assurances that development projects can be completed under the terms, conditions, and regulations in effect at the time that authority is granted to proceed with a project.

Sec. 26.6.8-2. Contents of Agreement. A Development Agreement shall specify the duration of the agreement. The Development Agreement shall specify the permitted uses of the property, the density or intensity of use, the maximum height and size of proposed Buildings, and provisions for reservation or dedication of land for public purposes, if any reservation or dedication is required by the City of Vernon. The Development Agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions, provided that such conditions, terms, restrictions, and requirements for subsequent discretionary action shall not prevent development of the land for the uses and to the density or intensity of development set forth in the Agreement. The Development Agreement may provide that construction be commenced within a specified time, that the project be completed within a specified time, and/or may provide for construction to be accomplished in phases. The Development Agreement may contain such other provisions as may be considered necessary or proper by the City Council to further legitimate City interest or to protect the public health, safety, and welfare so long as such terms are not inconsistent with the provisions of State law relating to Development Agreements, nor inconsistent with the ordinances, policies, plans, or resolutions of the City of Vernon.

Sec. 26.6.8-3. Findings. In acting to grant a Development Agreement, the City Council shall make the following findings with regard to the proposed Development Agreement:

- (a) The Development Agreement is consistent with the General Plan objectives, policies, land uses, and implementation programs and any other adopted plans or policies applicable to the agreement.
- (b) The Development Agreement is compatible with the uses authorized in, and the regulations prescribed for, the land use district in which the real property is located.
- (c) The Development Agreement will promote the public convenience, health, interest, safety, and general welfare of the City and will not be detrimental to or cause adverse effects to adjacent property owners, residents, or the general public;

- (d) The associated project will further important citywide goals and policies that have been officially recognized by the Council; and
- (e) The Development Agreement is consistent with the provisions of California Government Code Sections 65864 through 65869.5.

Sec. 26.6.8-4. Denial of Development Agreement. The City Council, in its sole discretion, may decide not to enter into the Development Agreement on the grounds that, in its opinion, the proposed Agreement is not in the best interest of the public.

Sec. 26.6.8-5. Public Hearings and Adoption. A public hearing shall be held on the proposed Development Agreement by the City Council. Notice of the public hearings specified in this Chapter shall be given in the form of a notice of intention to consider approval of a Development Agreement in compliance with Government Code Section 65867 and in the manner described in Section 26.6.2-3, "Notice of Public Hearing." Development Agreements shall be adopted by ordinance of the City Council, which constitutes final action and approval of the agreement. After the effective date of the ordinance approving the Development Agreement, the City may enter into the agreement.

Sec. 26.6.8-6. Recordation. A Development Agreement shall be recorded in the County Recorder's Office no later than ten (10) days after it is executed and a confirming copy of the recorded document shall be sent to the City.

Sec. 26.6.8-7. Amendment and Cancellation of Development Agreements. Unless otherwise provided in a Development Agreement, either party may propose an amendment to or cancellation, in whole or in part, of a Development Agreement previously entered into. The procedure for proposing and adoption of an amendment to or cancellation, in whole or in part, of a Development Agreement shall be the same as the procedure for entering into an Agreement in the first instance, including but not limited to the notice of and the public hearings as specified in this Chapter. In the event that a Development Agreement is canceled or terminated, all rights of the private party under the Development Agreement shall terminate. Except as otherwise provided in the Development Agreement, the City may, at its sole discretion, retain any and all benefits, including reservation or dedications of land, improvements constructed, and payments of fees, received by the City.

Sec. 26.6.8-8. Review of Development Agreement. Every Development Agreement approved and executed in compliance with this Chapter shall be subject to City review, as specified in the Development Agreement, during the full term of the agreement, but in no case less than every twelve (12) months from the date of execution of the Agreement. The time for review may be amended either by agreement between the parties or by initiation of the City Council.

Sec. 26.6.9. Reasonable Accommodation.

Sec. 26.6.9-1. Applicability. A request for Reasonable Accommodation may be made by any person with a disability, or their representative, when the application of a zoning, land use or building regulation, policy or practice acts as a barrier to equal housing opportunities. If a Reasonable Accommodation request is approved, the request shall be granted to an individual and shall not run with the land unless the Director determines that:

- (a) The modification is physically integrated into the residential structure and cannot easily be removed or altered to comply with applicable codes; or

- (b) The accommodation is to be used by another disabled person.

Sec. 26.6.9-2. *Proceedings.* A request for Reasonable Accommodation shall state the basis of the request including, but not limited to, a modification or exception to the regulations, standards and practices for the development and use of housing or housing-related facilities that would eliminate regulatory barriers and provide a disabled person equal opportunity to housing of his or her choice. The Director may request additional information necessary for making a determination on the request for Reasonable Accommodation that complies with the fair housing law protections and the privacy rights of the disabled person to use the specified housing.

Sec. 26.6.9-3. *Findings.* The following findings must be analyzed, made, and adopted before any action is taken to approve or deny a request for Reasonable Accommodation:

- (a) The housing that is subject to the request will be used by an individual with a disability, as defined under Federal Fair Housing Amendments Act of 1988 and California's Fair Employment and Housing Act;
- (b) The request for Reasonable Accommodation is necessary to make specific housing available to an individual with a disability;
- (c) The requested Reasonable Accommodation would not impose an undue financial or administrative burden on the City;
- (d) The requested Reasonable Accommodation would not require a fundamental alteration in the nature of a City program or law, including, but not limited to, land use and zoning; and
- (e) There are no other alternative Reasonable Accommodations that may provide an equivalent level of benefit at a similar cost while providing greater consistency with the City's laws and regulations.

Sec. 26.6.9-4. *Record of Reasonable Accommodation.* The authorized signature of the Director or the City Council if the request was appealed, on a designated form, or a stamp approval on a set of plans, shall signify approval of a Reasonable Accommodation request.

Sec. 26.6.10. Density Bonuses.

Sec. 26.6.10-1. *Compliance with State Law.* The City hereby adopts by reference Government Code Sections 65915-65918 *et seq.* regarding density bonuses and other incentives for accommodating the development of housing for households of specified income or for senior citizens, as set forth in the statute.

Article VII. Zoning Regulations for Adult or Sexually Oriented Businesses.

Sec. 26.7.1. Purpose.

It is the intent of this Article to prevent adverse economic impact to the businesses and residents of the City, and to take steps to minimize potential increased crime, increased incidence of communicable disease, decreased property values, and the deterioration of neighborhoods which can be brought about by the increase in the number of Adult or Sexually Oriented Businesses, or their location in close proximity to each other, or their proximity to other uses that are not compatible with Adult or Sexually Oriented Businesses. The City Council finds that it has been demonstrated in various communities that the concentration of Adult or Sexually Oriented Businesses causes a depreciation in property values, an increase in the number of transients in the area, an increase in crime, an increase in noise, litter, and vandalism, and in addition to the effects described above, can cause other businesses to move elsewhere. It is, therefore, the purpose of this Article to establish reasonable and uniform regulations to prevent any increase in the number of, and any further concentration of Adult or Sexually Oriented Businesses, or their close proximity to incompatible uses, while permitting the existence of existing Adult or Sexually Oriented Businesses in certain limited areas. The requirements and regulations set forth in this Article VII Zoning Regulations for Adult or Sexually Oriented Businesses are in addition to the requirements set forth in Article VI Business Permit Regulations for Adult or Sexually Oriented Businesses or Similar Businesses of Chapter 5 Business License Taxes and Other City Taxes of the Code which set forth requirements for obtaining a business license.

Sec. 26.7.2. Definitions.

As used herein, the terms and phrases shall have the same meaning as defined in Chapter 5 Business License Taxes and Other City Taxes, Article VI Business Permit Regulations for Adult or Sexually Oriented Businesses or Similar Businesses, Section 5.81, "Definitions," *et seq.* of this Code.

Sec. 26.7.3. Location Requirements.

Sec. 26.7.3-1. Zone. Adult or Sexually Oriented Businesses shall be permitted only in the C-2 Overlay Zone.

Sec. 26.7.3-2. Required Distances. No Adult or Sexually Oriented Business shall be opened as a new business, converted from an existing business, established, located, expanded, or operated within certain distances of certain specified land uses as set forth below:

- (a) No Adult or Sexually Oriented Business shall be established on a Lot located within one thousand (1,000) feet of any other Lot containing an Adult or Sexually Oriented Business, whether such other Lot is located inside or outside the City limits. The required minimum distance between any two Adult or Sexually Oriented Businesses shall be measured along the Street, whether public or private, from the nearest side or rear Lot lines of the Lots upon which such uses are located.
- (b) No person shall cause or permit the establishment or maintenance of more than one Adult or Sexually Oriented Business on the same Property.

- (c) No such business shall be established or located within one thousand (1,000) feet of any Residence, public park, recreational area, public building, Religious Use, school, boys' club, girls' club, or similar existing youth organization, Bar, pool hall, or liquor store, whether such other use is located inside or outside the City limits. The required minimum distance between an Adult or Sexually Oriented Business and such other specified uses shall be measured along the Street, whether public or private, from the nearest side or rear Lot lines, of the Lots upon which such uses are located.

Article VIII. Zoning Regulations for Off-Site Outdoor Advertising Structures.

Sec. 26.8.1. Application of Article.

This Article shall apply to all commercial Outdoor Advertising Structures within the City that are not located on the same Lot as the goods or services being advertised. This Article does not apply to on-site or noncommercial Outdoor Advertising Structures. All legally established off-site commercial Outdoor Advertising Structures existing on the effective date of this Ordinance that are not in compliance with the requirements of this Article are Legal Nonconforming Uses.

Sec. 26.8.2. Development Agreement Required.

The installation, construction, modification, or replacement of any Outdoor Advertising Structure is permitted in the I Zone and all Overlay Zones, with the exception of the Housing Overlay Zone, subject to the approval of a Development Agreement between the City and applicant, with appropriate standards and terms to be negotiated with the City, and complying with all other conditions imposed by this Article.

Sec. 26.8.3. General Conditions.

Sec. 26.8.3-1. Sign Dimensions.

- (a) The sign face of an Outdoor Advertising Structure shall not exceed eight hundred fifty (850) square feet in area, including the border and trim, but excluding the base or apron supports and other structural members.
- (b) Cutouts and other special advertising features or additions to a sign face shall not project more than five (5) feet above the maximum height limit.
- (c) Bi-directional or double-faced signs shall be located on the same Outdoor Advertising Structure. For parallel double-faced signs, the distance between sign faces shall not exceed eight (8) feet. For “V-shaped” double-faced signs, the distance between sign faces shall not exceed thirty-five (35) feet at their widest point and shall not exceed eight (8) feet at their closest point.

Sec. 26.8.3-2. Structure Design and Materials. Each Outdoor Advertising Structure shall have no more than two poles, and shall be constructed of noncombustible material.

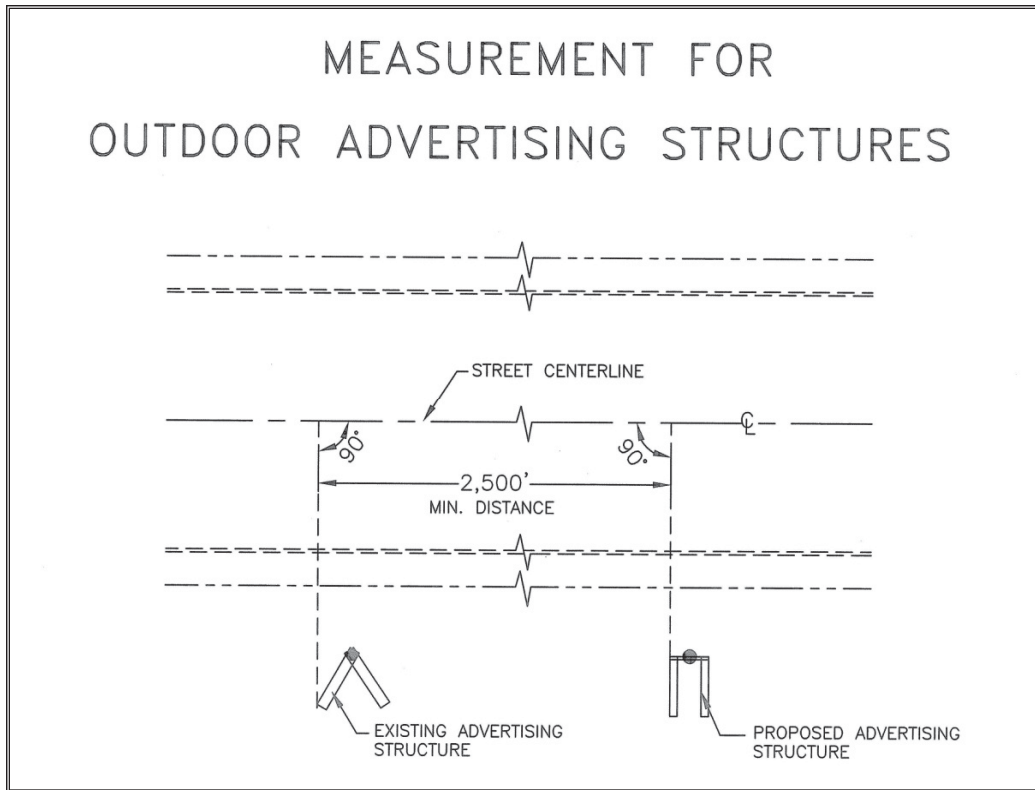
Sec. 26.8.3-3. Maximum Height. The overall height of each Outdoor Advertising Structure shall not exceed thirty-five (35) feet, exclusive of cutouts or special additions, measured from the higher of either:

- (a) The finished grade of the roadway adjacent to the Lot on which the Outdoor Advertising Structure is located and from which the advertising display is to be viewed, or
- (b) The finished grade of the base of the Outdoor Advertising Structure.

Sec. 26.8.3-4. Location. The location of the Outdoor Advertising Structures shall be restricted as follows:

- (a) An Outdoor Advertising Structure shall not be located within any required setback area of the Zone or Overlay Zone in which the Outdoor Advertising Structure is located.
- (b) Outdoor Advertising Structures shall not be located within five (5) feet of any Building or within ten (10) feet of any Lot line.
- (c) Outdoor Advertising Structures with Digital Displays that are located within two hundred (200) feet of the edge of the Right-of-way of the I-710 freeway and are designed to be primarily view from the I-710 freeway are subject to the following standards:
 - (1) An Outdoor Advertising Structure with a Digital Display that is located within two hundred (200) feet of the edge of the Right-of-way of the I-710 freeway and designed primarily to be viewed from the I-710 freeway shall not be located within five hundred (500) feet of another Outdoor Advertising Structure with a Static Display located on the same side of the freeway or within one thousand (1,000) feet of another Outdoor Advertising Structure with a Digital Display located on the same side of the freeway and designed to be oriented toward the freeway; and
 - (2) An Outdoor Advertising Structure with a Static Display that is located within two hundred (200) feet of the edge of the Right-of-way of the I-710 freeway and designed primarily to be viewed from the I-710 freeway shall not be located within five hundred (500) feet of any another Outdoor Advertising Structure located on the same side of the freeway and designed to be oriented toward the freeway.
- (d) Outdoor Advertising Structures constructed after the effective date of this Ordinance and not oriented towards the I-710 freeway shall not be located within two thousand five hundred (2,500) feet of another Outdoor Advertising Structure.
- (e) Outdoor Advertising Structures existing on the effective date of this Ordinance may not be replaced unless they are in conformity with the dimension, height, and location requirements specified herein.
- (f) For purposes of this Article, measurements shall be made along the edge of the Street from which the display on the Outdoor Advertising Structure is designed to be primarily viewed, from a line perpendicular to the centerline of that Street passing through the nearest edge of the existing sign, to a line perpendicular to the centerline passing through the nearest edge of the proposed Outdoor Advertising Structure, as shown in Diagram 26.8.3-4 Measurement for Outdoor Advertising Structures.

DIAGRAM 26.8.3-4



Sec. 26.8.3-5. Prohibited Outdoor Advertising Structures. The following types of signs shall not be permitted:

- (a) Any form of movement, animation, or the appearance of an optical illusion of movement, oscillating or rotating sign, or any other design intended to attract attention through movement or the semblance of movement of the whole or any part of the sign or any other method or device that suggests movement, except such movement of a permitted Digital Display associated with changing from one message to another; or
- (b) Inflatable objects; or
- (c) Flashing signs, containing illuminated light or other devices which are intermittently on and off, which change in intensity, or which create the illusion of flashing in any manner; or
- (d) Obscene or pornographic signs.

Sec. 26.8.3-6. Safety and Appearance.

- (a) No Outdoor Advertising Structure, including its supporting structure and lighting, shall present any hazard to the safety of pedestrian or vehicular traffic by obstructing

the flow of such traffic, obstructing the sight lines required for the safe movement of pedestrian or vehicular traffic, interfering with the visibility and effectiveness of any traffic control or warning device, or in any other manner as determined by the Director.

- (b) All signs shall be designed and maintained to be compatible with the design and materials used in the structure on which the sign is located.
- (c) No sign face or sign area shall be added to an existing sign unless within a permanent frame or panel indicated for such purpose on approved plans for the total sign structure.
- (d) All signs shall be maintained in good condition and working order, as determined by the Director, and free of graffiti, peeling paint, faded colors, and broken and damaged materials.
- (e) All signs must have the sign owner's name, address and telephone number conspicuously and permanently attached on the exterior of the sign.
- (f) The images on Digital Displays shall not change more than once every eight (8) seconds. The images shall change instantaneously, with no special effects or video. The brightness of the sign shall be such that the difference of ambient light measurement and the operating sign light turned on to full white copy shall be no greater than 0.3 foot-candles when measured from a distance as determined in the Development Agreement.

Sec. 26.8.3-7. Political Signs. Political signs are permitted in the I Zone and all Overlay Zones as follows:

- (a) All of the terms of this Article VIII apply to political signs, except that signs pertaining to a particular election do not require a Conditional Use Permit.
- (b) All political signs pertaining to a particular election shall be removed within ten (10) days after the date of the election.
- (c) The candidate, committee, or any other authorized Person posting political signs shall ensure that all signs include the name, address, and the required committee identification number of the campaign or political organization, if any.
- (d) If the Director finds that any political sign has been posted or is being maintained in violation of the provisions of this Section, the Director may cause said sign to be removed without prior notice.
- (e) Any political sign that remains posted for more than fourteen (14) days after the election to which it pertains shall be deemed abandoned.

Sec. 26.8.3-8. Continuation of Nonconforming Signs. Every nonconforming Outdoor Advertising Structure may remain in use unless and until it has been deemed to be abandoned, as described in this Section 26.8.3-8, "Continuation of Nonconforming Signs." For purposes of this

Chapter, an Outdoor Advertising Structure shall be deemed to have been abandoned if no copy appears on the sign for a period of at least one hundred and eighty (180) consecutive calendar days, or it is otherwise relatively clear that the sign has been forsaken or deserted; provided, however, that political signs shall be deemed abandoned as set forth in Section 26.8.3-7(e).

Sec. 26.8.3-9. Abandoned Outdoor Advertising Structures. All nonconforming Outdoor Advertising Structures that have been abandoned shall be brought into full conformity with this Article or be removed, without amortization or compensation. If an abandoned Outdoor Advertising Structure is in violation of the location requirements, it shall be removed. The Director may cause any abandoned signs and any signs which constitute an immediate peril to persons or property to be removed summarily and without prior notice.

Article IX. Zoning Regulations for Drive-through and Drive-up Facilities.

Sec. 26.9.1. Purpose.

This Section provides locational and operational guidelines for retail trade or service uses providing drive-through and drive-up facilities to ensure that the facilities are designed and operated to effectively mitigate problems of congestion, excessive pavement, litter, noise, pedestrian safety, traffic, and unsightliness.

Sec. 26.9.2. Application of Article.

The Article shall apply to drive-through and drive-up facilities.

Sec. 26.9.3. General conditions.

Sec. 26.9.3-1. Inwardly focused. Drive-through aisles should be inwardly focused within the site and located away from adjoining streets and adjoining properties, wherever feasible.

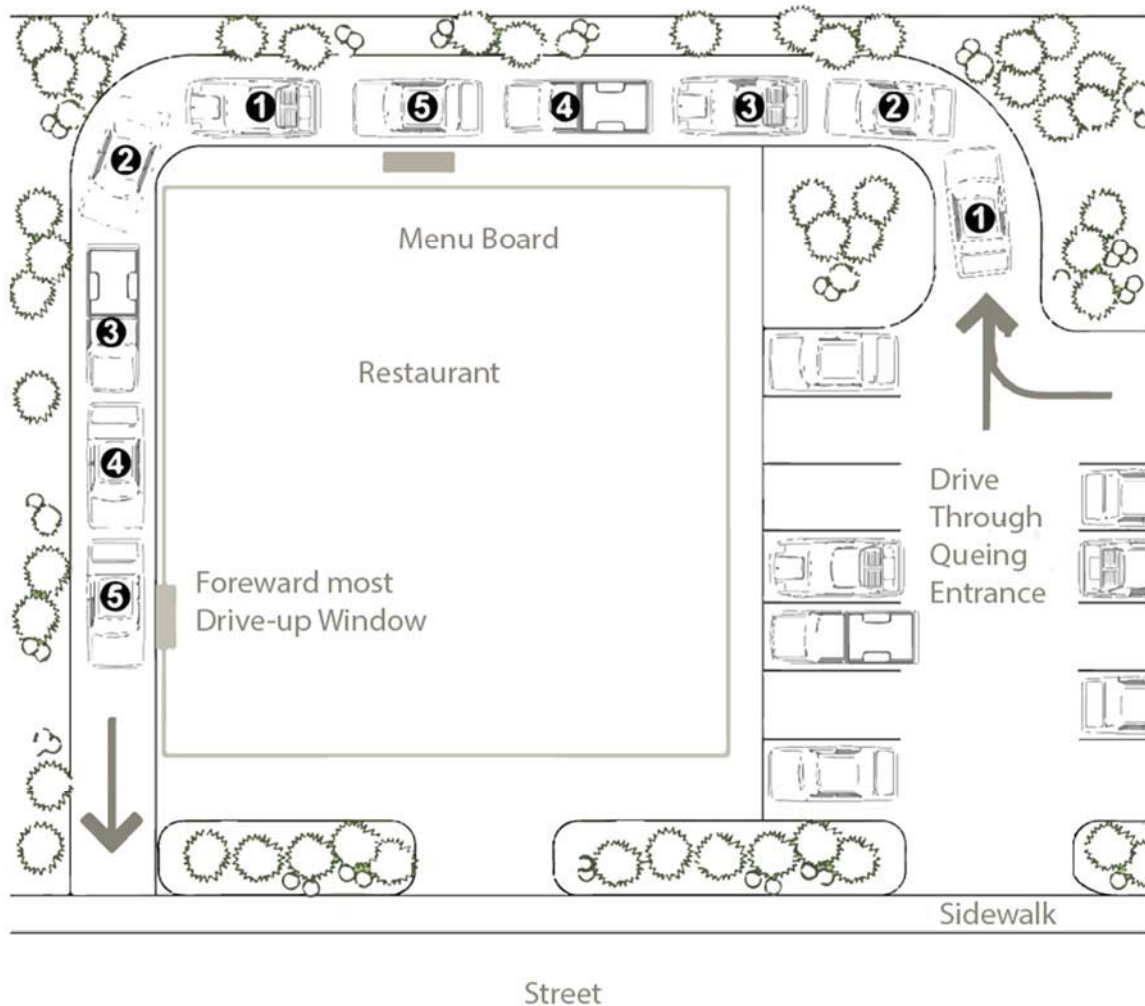
Sec. 26.9.3-2. Pedestrian walkways. Pedestrian walkways (including ADA access areas) should not intersect the drive-through access aisles, but where they do they shall have clear visibility and be emphasized by enhanced paving or markings.

Sec. 26.9.3-3. No reduction in off-street parking. The provision of drive-through and drive-up service facilities shall not justify a reduction in the number of required off-street parking spaces.

Sec. 26.9.3-4. Accommodation of waiting vehicles.

- (a) Drive-through access aisles should provide sufficient space before the menu board to accommodate at least five waiting vehicles and at least five waiting vehicles between the menu board and the drive-up service window.
- (b) Drive-through lanes shall be designed separately from drive-through access aisles and shall avoid the blocking of parking stalls or pedestrian access.

DIAGRAM 26.9.3-4 (a). Accommodation of Drive-through Vehicles



Sec. 26.9.3-5. Menu and preview boards. Menu and preview boards may only be installed in compliance with all of the following requirements.

- (a) As practical, visibility of outdoor menu and preview boards should be minimized from any adjoining street(s). Additional landscape areas or shrub plantings may be required to provide proper screening.
- (b) Any proposed carhop and/or walk-up menu boards shall not exceed four square feet in area.

Sec. 26.9.3-6. Noise. Amplification equipment (e.g., speakers at menu boards, piped music, etc.) shall be located so as not to adversely impact adjoining uses. Noise standards in Table 26.4.1-7(b)(2) Noise Standards shall apply to any amplification equipment.

Sec. 26.9.3-7. Prevention of headlight glare. Each drive-through aisle should be appropriately screened with a combination of landscaping, low walls, and/or berms maintained at a minimum height of three feet to prevent headlight glare from impacting adjacent streets, adjoining properties, and parking lots.

Sec. 26.9.3-8. Wall required when adjoining residential uses. A minimum six-foot-high solid decorative masonry wall shall be constructed on each property line that adjoins a parcel zoned for and/or developed with a residential use. The design of the wall and the proposed construction materials shall be subject to review and approval through the Site Plan and Design Review process. A minimum five-foot-deep landscaping strip shall be provided between the wall and any driveway.

Article X. Enforcement.

Sec. 26.10.1. Application of Article.

This Article provides for the enforcement of penalties in the case of violation of any of the terms or provisions of this Chapter and of any permit or right or exception granted hereunder. The enforcement rights set forth herein are in addition to those provisions of the Code that also specifically set forth the City's rights of enforcement and remedies available to the City. All of the provisions of the Chapter of the Code setting forth enforcement rights and remedies shall apply to any violation of any of the terms or provisions of this Chapter and of any permit or right or exception granted hereunder.

Sec. 26.10.1-1. Violation. It is unlawful for any Person to violate any term or provision of this Chapter or any part hereof or any permit, license, or exception granted hereunder, or to fail to comply with any order or regulation made hereunder. Whenever a violation occurs, the violation shall include not only the act or omission constituting the violation, but it shall also include causing, allowing, permitting, aiding, abetting, suffering, withholding, or concealing the fact of such act or omission, or destroying or tampering the evidence associated with the act or omission. The provisions of this Chapter and all permits and rights granted hereunder shall apply to any Person, whether or not the Person was the original owner of the property or applicant for the permit, right, exception, or approval, and whether the Person is the owner, lessee, licensee, agent, or employee, if the Person has notice of the terms and conditions of the permit or approval.

Sec. 26.10.1-2. Criminal and Civil Enforcement. The City may enforce violations as a criminal (infraction or misdemeanor), civil, or administrative action, or any combination thereof. Any Person who violates any term or provision of this Chapter or any part hereof or any permit, license, or exception granted hereunder, or who fails to comply with any order or regulation made hereunder is guilty of a misdemeanor; provided, however, that in the sole discretion of the City Attorney's office, a violation may be prosecuted as an infraction where the City Attorney's office has determined that such action would be in the best interest of justice. The City Attorney may specify in the citation, accusatory pleading, or by amendment during the prosecutorial process that the matter will be prosecuted as an infraction. Any Person who has violated any term or provision of this Chapter or any part hereof or any permit, license, or exception granted hereunder, or has failed to comply with any order or regulation made hereunder shall be subject to the criminal, civil, and administrative penalties set forth in the Code and otherwise provided by law.

Sec. 26.10.1-3. Continuing Violations. A Person is guilty of a separate offense for each and every day, or any portion thereof, during which there is any violation or failure to comply as described in this Section 26.10.1, "Application of Article," *et seq.* that is committed, continued, permitted, or allowed by such Person.

Sec. 26.10.1-4. Voiding of Permit, Certificates, and Licenses. Any permit, certificate, or license issued in conflict with the provisions of this Chapter shall be void.

Sec. 26.10.1-5. Public Nuisance. In addition to the penalties herein provided, any condition caused, or permitted to exist, in violation of any of the provisions of this Chapter or any part hereof or of any permit, license, or exception granted hereunder, or in violation of any order or regulation made

hereunder is hereby declared to be unlawful and a public nuisance, and may be summarily abated as such by this City, and shall further be subject to injunctive relief granted by any court of competent jurisdiction. Each day or portion of a day that such condition continues shall be regarded as a new and separate offense.

Sec. 26.10.1-6. Remedies. All remedies permitted under this Chapter or the Code shall be cumulative and not exclusive. Conviction and punishment of any Person hereunder shall not relieve such Person from the responsibility of correcting prohibited conditions or removing prohibited Buildings, structures, or improvements, and shall not prevent the enforced correction or removal thereof. Nothing in this Article shall prevent the City from using one or more other remedies to address violations of this Chapter.

Sec. 26.10.1-7. Responsibility. The Director shall have principal responsibility for monitoring and enforcing the conditions and standards imposed on all land use standards and entitlements granted by the City pursuant to this Chapter. In accordance with the provisions of California Penal Code Section 836.5(a), employees of the Department of Public Works, Water and Development Services, as directed and designated from time to time by the Director, are hereby authorized to issue citations for violations of this Chapter. The procedures to be followed for the issuance of said citations are those that are or may be authorized from time to time by provisions of the California Penal Code.

Sec. 26.10.1-8. Enforcement. In addition to any other remedy provided for in this Code or otherwise by law, the Director may take any or all of the following actions for any violation of this Chapter or of the terms and conditions of any permit or approval that may be provided for in this Chapter:

- (a) Institute proceedings to revoke or suspend any permit or approval, including, without limitation, a Variance, Conditional Use Permit, Minor Conditional Use Permit, or Temporary Use Permit;
- (b) Revoke the business license held by any violator in accordance with the provisions of Chapter 5, "Business License Taxes and Other City Tax Section," 68, "Revocation and Suspension of Licenses of the Code";
- (c) Impose an enforcement fee as provided for in Section 26.10.1-9, "Enforcement Fees";
- (d) Cause to be issued an administrative citation or compliance order as provided for in the Code;
- (e) Institute proceedings against a Person with multiple violations of the Code for "unfair business practices" under California Business and Professions Code Section 17200;
- (f) Request that the City Attorney take appropriate enforcement action. Referral by the Director is not a condition precedent to any enforcement action by the City Attorney.

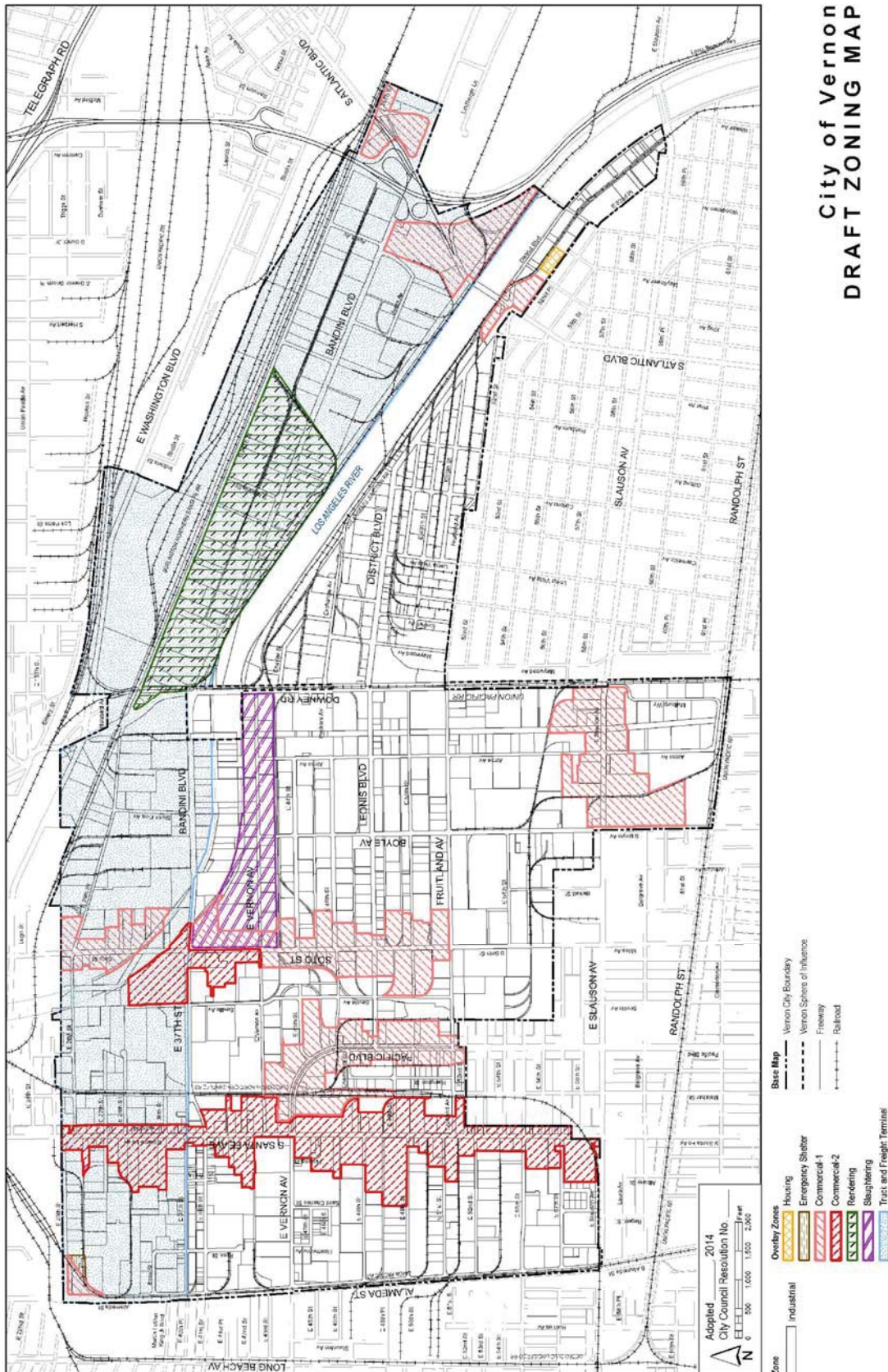
Sec. 26.10.1-9. Enforcement Fees.

- (a) An enforcement fee may be imposed by the City against each Person who has violated the provisions of this Chapter or the terms and conditions of any permit, license, exception, or approval that has been provided pursuant to this Chapter. The purpose of this fee is to recover the costs of enforcement from any Person who violates the provisions of this Chapter or any permit, license, exception, or approval granted hereunder. The City Council shall establish the enforcement fees by Resolution, and may, from time to time, amend such fees.
- (b) The Director shall cause to be issued a notice imposing fees under this Section. The notice shall provide that the fee shall be due and payable within fifteen (15) days from the date of the notice. A penalty of ten percent (10%) per month shall be added to any fees that have not been paid when due.
- (c) Any person upon whom fees have been imposed pursuant to this Section may appeal the action in accordance with the following procedure:
 - (1) A notice of appeal shall be filed with the Director within ten (10) days of the date of the notice.
 - (2) At the time of filing the notice of appeal, the appellant shall deposit with the City Treasurer money in the amount of all fees due. If, as a result of the hearing, it is determined that the City is not entitled to all or a portion of the money, the City shall refund to the Person all or a portion of the money deposited.
 - (3) The City Council shall hold a hearing on the appeal within sixty (60) days of the date of filing of the appeal. The City shall give the appellant at least five (5) days notice of the time and place of the hearing. The City Council shall render a decision within fifteen (15) days of the date of the hearing. The hearing may be continued if additional information is required in order to allow the City Council to render a decision. The purpose of the hearing shall be limited to whether or not the violation occurred.
 - (4) The decision of the City Council shall be final except for judicial review.
 - (5) Any notice issued pursuant to this Section shall set forth the appeal rights as provided for in this Section.

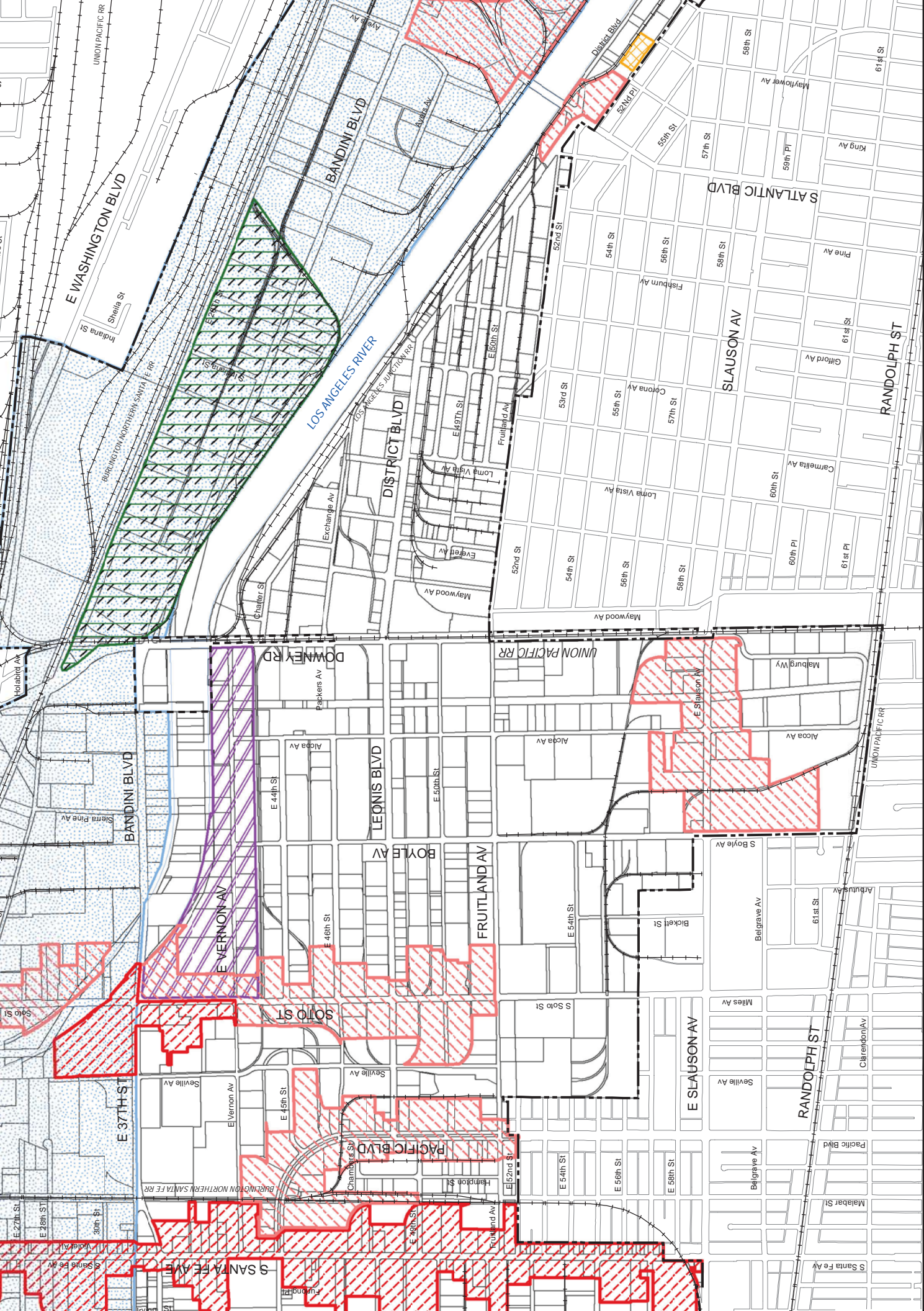
Sec. 26.10.1-10. Business License Revocation or Suspension.

- (a) Notwithstanding any other provision of this Code, the Director may suspend a business license for thirty (30) days or less, or may revoke a business license issued pursuant to this Code, if the holder of such business license has violated the provisions of this Chapter or the terms and conditions of any permit or approval issued hereunder, in accordance with the procedure set forth in this Section.

- (b) Upon being notified of a second violation of this Chapter, or the terms and conditions of any permit or approval granted hereunder, within a three (3) year period from the date of the first violation, the Director shall notify the Person that a third violation within such three (3) year period may result in the suspension or revocation of the Person's business license.
- (c) Upon being notified of a third violation of this Chapter, or the terms and conditions of any permit or approval granted hereunder within a three year period from the date of the first violation, the Director may notify the Person of the revocation or suspension of the Person's business license.
- (d) Any notice of revocation or suspension issued pursuant to this Section shall be final upon the expiration of the appeal period if no appeal is timely filed or upon the decision of the City Council if an appeal is filed.
- (e) Any Person may appeal the suspension or revocation of the business license in accordance with the following procedures:
 - (1) A notice of appeal shall be filed with the Director within fourteen (14) days from the date of the notice of revocation or suspension.
 - (2) The City Council shall hold a hearing on the appeal within sixty (60) days of the date of the filing of the appeal. The City Council shall give the appellant at least ten (10) days notice of the time and place of the hearing. The City Council shall render a decision within fifteen (15) days of the date of the hearing.
 - (3) The decision of the City Council shall be final except for judicial review.
 - (4) Any notice revoking or suspending a business license pursuant to this Section shall set forth the appeal rights as provided for in this Section.



Attachment C



Base Map

- Vernon City Boundary
- - - Vernon Sphere of Influence
- Freeway

Attachment D



PUBLIC WORKS, WATER & DEVELOPMENT SERVICES OFFICE MEMORANDUM

TO: Kevin Wilson, Director of Public Works, Water & Development Services

FROM: Sergio Canales, Assistant Planner

DATE: February 12, 2014

SUBJECT: Community Input Workshop Summary

A “Zoning Ordinance Amendment flyer” was mailed to all interest parties and property owners in the City in January, 2015. The mailing was an invitation to attend one of two community workshops to discuss and provide input on the proposed revisions. Both workshops took place at Vernon City Hall Council Chambers.

Comments received during the Community Workshops held on January 26th and February 5th regarding the proposed revisions are summarized in this memo.

COMMENTS

Residential Overlay

- Long term property owner suggested that the City allow existing buildings to be used as lofts , art studios with living quarters etc. They mentioned that the City should not restrict locations for housing development, because in people eyes it seems that the only properties that can be developed are city owned properties. Instead of encouraging housing development.....it all looks one-sided.

Retail and Commercial use

- Why restrict wholesale businesses from doing retail. As it is, the majority of the wholesalers in Vernon are doing some type of retail. Why not make it easy for retailers, don't restrict property owners/business owners from expanding its uses.
- Owners should not be restricted from renting or leasing existing office space within their existing building and shall not limit ancillary uses. Owners rather see the space occupied rather than vacant

Landscape requirement (5%)

- Concern that the landscape requirement will be taking-up future parking and loading spaces, because of the increase it would also prevent more development for these smaller property sites.

Attachment E

Volume 1

Supplemental Environmental Impact Report

(State Clearinghouse No. 2007061031)

City of Vernon
Focused General Plan and Zoning Ordinance Update

December 2014

Lead Agency:
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

City of Vernon
General Plan and
Zoning Ordinance Update
Draft Supplemental Environmental Impact Report

SCH 2007061031
December 2014

City of Vernon

This document is designed for double-sided printing to conserve natural resources

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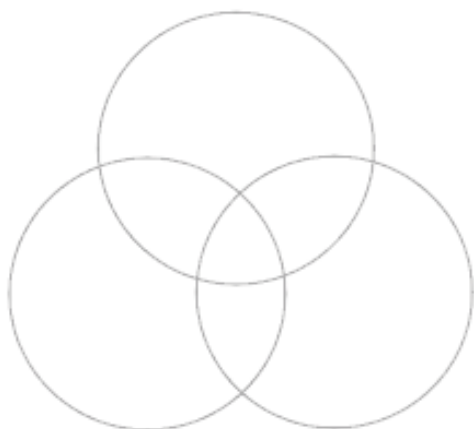
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2 Executive Summary

3 Project Description

4 Environmental Impact Analysis

5 Alternatives

6 Analysis of Long Term Effects

7 Effects Found Not to be Significant

8 Preparation Team

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Introduction 1.0

This Supplemental Environmental Impact Report (Supplemental EIR) evaluates the environmental effects associated with the adoption and implementation of the focused General Plan and Zoning Ordinance update. The City completed and certified a Program EIR which analyzed a comprehensive General Plan update and revised Zoning Ordinance. The adoption and implementation of a General Plan update and Zoning Ordinance revision constitute a “project” for the purposes of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. Thus, this Supplemental EIR has been prepared to address the impacts associated with this project and in relation to the certified EIR.

Legal Requirements

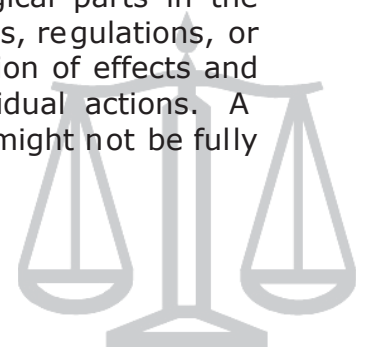
This Supplemental EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code, Section 21000 et seq.), the Guidelines for Implementation of CEQA published by the Resources Agency of the State of California (California Code of Regulations, Section 15000 et seq.), and the City of Vernon’s Local Guidelines for Implementing the California Environmental Quality Act.

The report was prepared by professional environmental consultants under contract to the City of Vernon. The City of Vernon is the lead agency for the preparation of this EIR, as defined by CEQA (Public Resources Code, Section 21067, as amended). The content of this document reflects the independent judgment of the City.

Purpose of the Program EIR

The certified Program EIR was intended to provide information to public agencies, the general public, and decision makers regarding potential environmental impacts related to the adoption and long-term implementation of the updated Vernon General Plan and revised Zoning Ordinance. The purpose of an EIR, under the provisions of CEQA, is “to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided.” (Public Resources Code Section 21002.1[a])

The certified EIR was a Program EIR under the provisions of Section 15168 of the State CEQA Guidelines. According to Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that can be characterized as one large project, are related geographically, and represent logical parts in the chain of contemplated actions in connection with issuance of rules, regulations, or plans. The Program EIR allows for a more exhaustive consideration of effects and alternatives than would be practical in EIRs on separate individual actions. A Program EIR allows for consideration of cumulative impacts that might not be fully considered on a case-by-case basis.



The certified Program EIR provides a first-tier analysis of the environmental effects of the Vernon General Plan update and revised Zoning Ordinance. Section 15152 of the CEQA Guidelines indicates that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration. Subsequent activities pursuant to the updated Vernon General Plan and revised Zoning Ordinance must be examined in light of the certified Program EIR to determine whether an additional environmental document must be prepared. If a subsequent project or later activity would have effects that were not examined in the certified Program EIR, or not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared, leading to a negative declaration or an EIR. If the City finds that pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or no new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the project covered by the certified Program EIR, and no new environmental documentation would be required.

Purpose of the Supplemental EIR

CEQA authorizes a Lead or Responsible Agency to prepare a Supplement to a previously certified EIR if some changes or additions are necessary to a previously analyzed project and the conditions described in CEQA Guidelines §15163 are met.

Pursuant to Section 15162 of the CEQA Guidelines, a Subsequent EIR or Negative Declaration may only be prepared if:

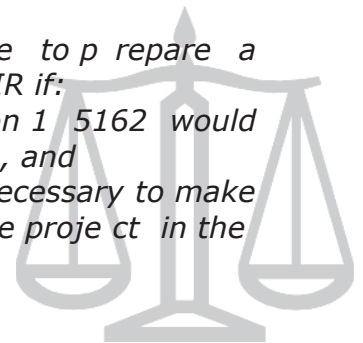
- (a) *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*
 - (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
 - (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
 - (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*



- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.
- (b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subdivision (a). Otherwise the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.
- (c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.
- (d) A subsequent EIR or subsequent negative declaration shall be given the same notice and public review as required under Section 15087 or Section 15072. A subsequent EIR or negative declaration shall state where the previous document is available and can be reviewed.

Pursuant to CEQA Guidelines Section 15163:

- (a) The Lead or Responsible Agency may choose to prepare a Supplement to an EIR rather than a Subsequent EIR if:
 - (1) any of the conditions described in Section 15162 would require the preparation of a Subsequent EIR, and
 - (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.



- (b) *The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.*
- (c) *A supplement to an EIR shall be given the same kind of notice and public review as is given the draft EIR under Section 15087.*
- (d) *A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.*
- (e) *When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.*

Therefore, in accordance with CEQA Guidelines Section 15163, the City, as the Lead Agency, has prepared this Supplement to the previously certified General Plan and Zoning Ordinance Update Program Environmental Impact Report. This EIR serves as an information document for use by public agencies, the general public, and decision makers. This EIR is not a City of Vernon policy document. It does, however, discuss the impacts of development pursuant to the updated General Plan and revised Zoning Ordinance, and analyzes project alternatives. This Program EIR will be used by the City of Vernon City Council in assessing impacts prior to adoption of the updated General Plan and revised Zoning Ordinance.

Responses to Notice of Preparation

To define the scope of the investigation of the certified Program EIR, the City of Vernon distributed a Notice of Preparation (NOP) to city, county, and state agencies; other public agencies; and interested private organizations and individuals. The purpose of the NOP was to identify agency and public concerns regarding potential impacts of the proposed project. Comment letters on the certified Program EIR were received from the following:

- San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy
- Public Utilities Commission
- Native American Heritage Commission
- South Coast Air Quality Management District
- California Department of Transportation, District 7
- Southern California Association of Governments

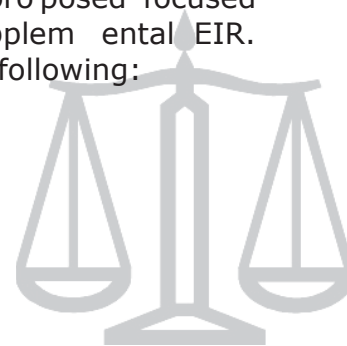
The comments were addressed in the certified Program EIR as follows:

Commenting Agency/Person	Comment	Addressed in EIR
San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy (RMC)	The RMC encourages open space/joint uses along the Los Angeles River corridor for protection of this watershed asset. The RMC welcomes the opportunity to review the project.	Page 20 of the Initial Study (Appendix A) addresses watershed and water quality issues. The analysis concludes that impact will be less than significant with continued implementation of National

Commenting Agency/Person	Comment	Addressed in EIR
		Pollution Discharge Elimination System (NPDES) requirements. The open space comment is not relevant to the EIR.
Public Utilities Commission	The General Plan update should include language to address rail safety, particularly with regard to at-grade rail/roadway crossings.	This comment does not raise an environmental concern nor ask that the EIR address a particular issue. The updated General Plan Circulation Element addresses rail safety issues on pages 4 to 5 and 23 to 25.
Native American Heritage Commission	The letter outlines the requirements set forth by state law for mitigating any impacts on cultural resources.	Page 16 of the Initial Study (Appendix A) addresses cultural resource issues. The analysis concludes that impact will be less than significant with continued compliance with state law on a project-by-project basis.
South Coast Air Quality Management District (SCAQMD)	The letter sets forth SCAQMD's standards for the conduct of air quality analyses in EIRs.	Section 4.1 of the EIR addresses air quality impacts.
California Department of Transportation (Caltrans), District 7	The letter indicates that a traffic study is required to address the General Plan update at build out.	Section 4.4 of the EIR summarizes the results of the traffic study (Appendix D) prepared for the project.
Southern California Association of Governments (SCAG)	The EIR should examine how the project relates to SCAG's <i>Regional Comprehensive Plan and Guide</i> .	Land use and housing policy issues are examined on pages 21 and 23, respectively, of the Initial Study (Appendix A). The analysis concludes that the General Plan update continues long-established policy for Vernon to remain as an exclusively industrial city. Also, the Housing Element indicates that no new housing will be permitted, which implements SCAG Regional Housing Needs Allocation policies.

The City of Vernon distributed an NOP to city, county, and state agencies; other public agencies; and interested private organizations and individuals to identify agency and public concerns regarding potential impacts of the proposed focused General Plan and Zoning Ordinance update analyzed in this Supplemental EIR. Comment letters on the Supplemental EIR were received from the following:

- Public Utilities Commission
- Native American Heritage Commission
- South Coast Air Quality Management District
- California Department of Transportation, District 7



Copies of written comments received during the 30-day public review period for the NOP are included in Appendix A of this EIR. On September 26, 2012, the City conducted a scoping meeting to solicit oral comments on the NOP. Copies of the notes from that meeting are also included in Appendix A. No comments were raised at the scoping meeting regarding the EIR. The written comments are addressed in this Supplemental EIR as follows:

Commenting Agency/Person	Comment	Addressed in EIR
Public Utilities Commission	The General Plan update should include language to address rail safety, particularly with regard to at-grade rail/roadway crossings.	This comment does not raise an environmental concern nor ask that the EIR address a particular issue. The current General Plan Circulation Element addresses rail safety issues on pages 4 to 5 and 23 to 25.
Native American Heritage Commission	The letter outlines the requirements set forth by state law for mitigating any impacts on cultural resources.	Pages 29 to 30 of the Initial Study (Appendix A) addresses cultural resource issues. The analysis concludes that impact will be less than significant with continued compliance with state law on a project-by-project basis.
South Coast Air Quality Management District (SCAQMD)	The letter sets forth SCAQMD's standards for the conduct of air quality analyses in EIRs.	Section 4.1 of the EIR addresses air quality impacts.
California Department of Transportation (Caltrans), District 7	The letter indicates that a traffic study is required to address the General Plan update at build out.	Section 4.4 of the EIR summarizes the results of the traffic study (Appendix C) prepared for the project.

Availability of Draft Supplemental EIR

This Draft Supplemental EIR is available for public inspection at the City of Vernon Community Services Department, 4305 South Santa Fe Avenue, Vernon. Documents may be reviewed during regular business hours, Monday through Thursday, 7:00 A. M. to 5:30 P.M. This Draft Supplemental EIR will also be available on the City of Vernon website (www.cityofvernon.org).



Comments Requested

Comments of all agencies and individuals are invited regarding the information contained in the Draft Supplemental EIR. Where possible, those responding should endeavor to provide information they feel is lacking in the Draft Supplemental EIR, or should indicate where the information may be found. All comments on the Draft Supplemental EIR should be sent to the following City of Vernon contact:

Kevin Wilson, Director of Community Services and Water
City of Vernon, Community Services Department
4305 South Santa Fe Avenue
Vernon, CA 90058
(323) 583-8811
kwilson@ci.vernon.ca.us

Following a 45-day period of circulation and review of the Draft Supplemental EIR, all comments and the City's responses to the comments will be incorporated into a Final Supplemental EIR prior to certification of the document by the City of Vernon.

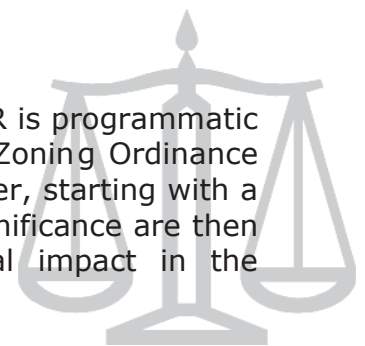
Organization of this EIR

This EIR is organized into nine sections. Section 1.0 is this Introduction. The Executive Summary, provided in Section 2.0 includes a brief project description and summarizes project impacts and mitigation measures. Section 3.0 provides a detailed description of the proposed focused General Plan and Zoning Ordinance update. Section 4.0 analyzes project impacts and identifies mitigation measures designed to reduce significant impacts. Section 5.0 provides analysis of alternatives to the proposed project. An analysis of cumulative impacts, growth-inducing impacts, energy conservation, and significant irreversible environmental impacts are analyzed in Section 6.0. Effects found not to be significant are provided in Section 7.0. Section 8.0 lists the preparation team and Section 9.0 provides a list of persons and organizations consulted during the preparation of this Supplemental EIR.

The Appendices consist of Appendix A: Notice of Preparation/Initial Study, Appendix B: Air Quality Data, and Appendix C: Traffic Impact Analysis, included as supporting information to the EIR. In compliance with Public Resources Section 21081.6, a mitigation monitoring and reporting program will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR and project approval.

Approach to EIR Analysis

As stated above, the approach to the analysis presented in this EIR is programmatic in nature given the broad scope of the General Plan update and Zoning Ordinance revision. Each environmental issue is analyzed in the same manner, starting with a discussion of the existing environmental setting. Thresholds of significance are then defined, as they are used to measure the project's potential impact in the



environmental impact section. The analysis section summarizes the environmental effects over time resulting from implementation of the goals and policies contained in each of the updated General Plan elements as analyzed in the certified Program EIR. The analysis section then examines the environmental effects over time resulting from the implementation of the proposed expanded Commercial Overlay C-1 and C-2 zones and the proposed Truck and Freight Terminal Overlay Zone. If the analysis indicates that implementation of the proposed Overlay Zones will result in a significant impact not identified in the certified Program EIR for a particular environmental issue, mitigation measures are included.

For the General Plan update analyzed in the certified Program EIR, most of the mitigation measures were drawn from the updated General Plan Implementation Plan. As part of the certified General Plan update, the City prepared a detailed Implementation Plan that outlines procedures, programs, or approaches the City will pursue over time – either alone or in collaboration with non-City organizations or state and federal agencies – to implement the updated General Plan goals and policies. Some of the implementation measures are processes or procedures the City currently performs on a day-to-day basis (such as development project review), while others identify new programs or projects that will be implemented within specified time frames. By identifying a responsible party, a timeline for implementation, and a monitoring frequency, the Implementation Plan provides a mechanism for ensuring that potential impacts resulting from long-term implementation of the General Plan update and Zoning Ordinance revision were avoided or reduced.

Not all implementation measures were included in the certified Program EIR as mitigation measures. The EIR identified only those required to avoid or reduce significant impacts. Mitigation measures and the Implementation Plan included as part of the certified Program EIR are applicable to the proposed focused General Plan and Zoning Ordinance update analyzed in this Supplemental EIR.

For each environmental issue area examined in Section 4.0, the discussion concludes with a statement regarding the level of impact remaining with imposition of the mitigation measures.



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2	Executive Summary
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Project Summary 2.1

The project analyzed in this SEIR is the adoption and implementation of the focused General Plan and Zoning Ordinance update.

The proposed project is a focused update to the General Plan to comply with new State laws and make minor adjustments to land use policy.

The Plan as a whole applies to the incorporated limits of Vernon.

Focused General Plan and Zoning Ordinance Update

The intent of the project with respect to each of the elements is summarized below.

Update to General Plan Elements

Land Use Element

The City of Vernon is an exclusively industrial city with one land use category, Industrial, and three overlay districts: Commercial, Rendering, and Slaughterin g. The project proposes to expand the area that the Commercial Overlay applies and proposes new information and policies to facilitate more intensive employment-generating uses near transit stops. In addition, additional information on flood hazards is provided to comply with State law (AB 162).

Safety Element

Recent revisions to AB 162 requiring flood risk management information to be included in the Safety Element are proposed. Revisions to earthquake fault maps to update information provided by the California Geological Survey are proposed.

Resources Element

Limited changes to the Resources Element related to recently updated Urban Water Management Plan (UWMP) information are proposed. In addition, the project proposes revisions to address AB 32, the Global Warming Solutions Act of 2006 and SB 375.

Noise Element

Limited changes to the Noise Element to reflect the City's recently adopted housing policy is proposed.

Implementation Plan

In order to correlate with new policies in the General Plan, a limited number of new actions to the Implementation Plan are proposed. In addition, due to the loss of redevelopment funding in the in State, changes to funding sources are proposed.

Project Location 2.2

The City of Vernon is located in the central portion of Los Angeles County, directly south of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, Bell, and Commerce. The municipal limits of the City of Vernon encompass approximately 5.2 square miles, extending generally from Alameda Street and the Alameda Corridor on the west to Interstate 710 (I-710) on the east, and the cities of Maywood and Huntington Park to the south to the City of Los Angeles to the north. Lands within the municipal limits largely have been developed with industrial uses since its incorporation in 1905.

Environmental Setting 2.3

The Project Area is located in central Los Angeles County. The topography is relatively flat and is largely built out with almost exclusively industrial use, with limited retail, commercial, and food service options to support the large day-time business population and few residents.

Environmental Impacts 2.4

Based on the preliminary environmental analysis conducted, the City determined that the adoption and long-term implementation of the updated General Plan and revised Zoning Ordinance has the potential to result in significant environmental effects with regard to the following environmental issue areas:

- Air Quality
- Hazards and Hazardous Materials
- Noise
- Transportation and Traffic
- Utilities and Service Systems (water supply and solid waste)

This Supplemental EIR examines each of these issue areas in separate sections, in addition to other required topics specified in the State CEQA Guidelines. Table 2.0-2 summarizes the environmental impacts associated with the project and lists the mitigation measures required to reduce or avoid impacts as stated in the certified General Plan EIR and remain applicable to the proposed General Plan update. Mitigation beyond that required by the certified General Plan EIR is not necessary.

Table 2.0-2
Environmental Impact Summary
Impact Summary

(The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.)

Significant and Unavoidable Impacts

Transportation and Traffic

4.4.A Projected long-term traffic volumes result in significant and unavoidable impacts to the local and regional
4.4.B (Congestion Management Program) circulation system with incorporation of mitigation.

Mitigation Measures

T-1 Automated Traffic Surveillance and Control System (ATSAC). Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.

T-2 Coordinate with Adjacent Jurisdictions. Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.

T-3 Coordinate with Rail Companies. Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.

T-4 Coordinate with Metropolitan Transportation Authority. Work with the Metropolitan Transportation Authority (Metro) to achieve the following:

- Implement the Metro's Congestion Management Plan (CMP) within the City.
- Continue to provide local and regional connections through Metro local and rapid bus lines.
- Improve access to local Metro stations.

T-5 Minimize Parking Impacts. Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles and automobiles, including truck trailer storage, employee parking, and visitor parking.

	<p>T-6 Soto Street Widening. At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of rights-of-way to achieve the road standard for Soto Street established in the Circulation and Infrastructure Element. Complete the road widening project at the time adequate rights-of-way have been acquired and/or dedicated.</p> <p>T-7 Interstate 710 Freeway Improvements. Work with Caltrans on all plans, activities, and projects regarding Interstate 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments on studies and programs regarding the improvements to the I-710 freeway.</p> <p>T-8 Other Improvements. At Santa Fe Avenue and 38th Street, stripe an eastbound left-turn lane within existing right-of-way to provide additional intersection capacity.</p>
<p>Less than Significant Impacts with Mitigation Incorporation</p> <p><i>Hazards and Hazardous Materials</i></p> <p>4.2.A</p> <p>4.2.B</p> <p>4.2.C</p>	<p>Implementation of the proposed focused General Plan and Zoning Ordinance Update will result in less than significant impacts from the use, transport, and disposal of hazardous materials and wastes with mitigation incorporation.</p> <p><u>Mitigation Measures</u></p> <p>H-1 The City will continue to implement the provisions of City ordinances to provide for the business occupancy inspection program and the regular inspection of businesses involved in the production, storage, handling, disposal, treatment, emissions, discharge, or recycling of hazardous materials. Such activity will be funded as part of the City's annual budgeting process, special tax, and/or will be funded as a fee program.</p> <p>H-2 At the time any new or revised Hazardous Materials Business application for a new business or activity is received for a location within one-quarter mile of any residence, school, hospital, residential assisted care facility, or similar use (sensitive uses may be located within the City or outside its boundaries), or greater distance as may be determined by the Director of Environmental Health Department for particular business types, the City will review the application and determine whether a Health Risk Assessment (HRA) is required pursuant to State law and/or City Ordinance 961 to address any potential impacts to these uses. If an HRA is deemed appropriate and further, if the</p>

	<p>HRA identifies potential risks associated with the business activity relative to proximity to the residence, school, hospital, residential assisted care facility or similar use, the City shall ensure that action is taken to address such risk. The action may consist of:</p> <ul style="list-style-type: none"> - Denying the application within the limits of the Code of the City of Vernon, or - Requiring the business operator to incorporate preventative or ameliorative measures into the business processes or activities to lower the risk to acceptable levels, as set forth by federal or state regulations and policies.
Noise	
4.3.A	<p>Impacts will be less than significant at the program level with implementation of mitigation, General Plan policies, and regulatory requirements.</p> <p><u>Mitigation Measures</u></p> <p>N-1 Noise Regulations. Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.</p> <p>N-2 Siting of New Businesses and Activities near Sensitive Land Uses. Review all development proposals and building permits within the City to determine whether the proposed use has the potential to exceed City one-hour noise standards. The City's standards are lower at locations near existing residences and schools. As appropriate, require acoustical analyses for all such development and activities near such uses, and determine if mitigation measures are required. Require property and business owners to implement mitigation to achieve City noise standards.</p>
	No Impact and Less than Significant Impacts
	<i>Air Quality and Climate Change</i>
4.1.A	Impacts related to short-term and long-term criteria pollutant emissions at the programmatic level will be less than significant with implementation of existing General Plan policy, and existing standards.
4.1.B	
4.1.C	
4.1.D	Impacts related to the exposure of sensitive receptors to substantial pollutant concentrations and greenhouse gases will be less than significant at the programmatic level.
	<i>Hazards and Hazardous Materials</i>
4.8.D	Impacts to development and persons due to building siting on contaminated properties will be less than significant.

2.0 Executive Summary

Utilities and Service Systems

4.5.A	Implementation of the proposed project will not require new or expanded water supply entitlements to be secured.
4.5.B	Impacts associated with solid waste regulations and adequacy of disposal sites will be less than significant.

2.5 Issues to be Resolved

Pursuant to Section 15123(b)(3) of the CEQA Guidelines, an EIR summary must identify "Issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects." This EIR identifies and resolves issues related to project alternatives in Section 5. Potentially significant impacts are identified in the analysis provided in Section 4 and mitigation is considered for all impacts.

2.6 Areas of Potential Controversy

A Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report was circulated for a 30-day public review period from September 13, 2012 through October 15, 2012. Responses to the circulation of the NOP identified a variety of environmental concerns related to air quality, transportation, and rail safety (see Appendix A). These areas of potential controversy are examined in this EIR.

2.7 Alternatives to the Proposed Project

CEQA requires that an EIR examine alternatives to the project that are capable of reducing or eliminating the unavoidable significant effects. Four alternatives were considered. The alternatives examined in Section 5.0 are:

- Alternative 1: No Project
- Alternative 2: Additional Railway/Roadway Grade Separations
- Alternative 3: Zoning Provisions to Permit Warehousing Citywide
- Alternative 4: No Truck and Freight Terminal Overlay

Alternative 3 was examined as part of the certified General Plan EIR; however it is no longer applicable, and has not been examined further.

The alternatives analysis indicates that Alternative 1 will result in equivalent impacts when compared to the proposed project, Alternative 2 will generally result in reduced impacts related to air quality, hazards, and traffic and equivalent impacts related to water supply, landfill capacity, and noise when compared to the proposed project. Alternative 4 will result in generally reduced impacts related to air quality, traffic, water supply, landfill capacity, and noise and equivalent impacts related to hazards when compared to the proposed project. Alternative 1 was found to be the environmentally superior alternative to the proposed project.

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3	Project Description
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Project Description 3.0

Project Title

City of Vernon Focused General Plan and Zoning Ordinance Update

Lead Agency Name and Address

City of Vernon
4305 Santa Fe Avenue
Vernon, California 90058

Contact Person and Phone Number

S. Kevin Wilson, Director of Community Services and Water
(323) 583-8811

Project Location

The project applies to all parcels within the City of Vernon and the City's unincorporated sphere of influence. Vernon is located in the central portion of Los Angeles County, directly south of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. The City's planning area encompasses approximately 5.2 square miles. Exhibit 1 (Regional Context and Vicinity Map) illustrates Vernon's location within Los Angeles County and its local context.

Project Sponsor's Name and Address

City of Vernon
4305 Santa Fe Avenue
Vernon, California 90058

General Plan Land Use Designation

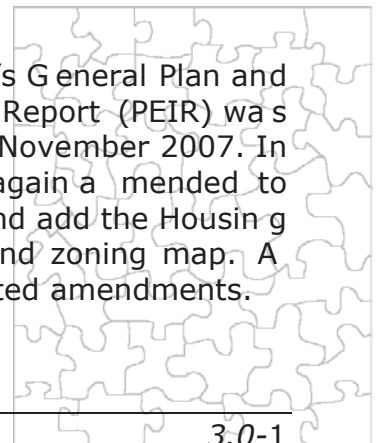
Industrial with various overlays

Zoning District

Industrial with various overlays

Project Background

The City of Vernon adopted a comprehensive update to the City's General Plan and Zoning Ordinance in 2007. A Program Environmental Impact Report (PEIR) was prepared at the time and certified by the Vernon City Council in November 2007. In January 2013, the General Plan and Zoning Ordinance were again amended to update the City's Housing Element for the 2014-2021 period and add the Housing and Emergency Shelter Overlays to the land use policy map and zoning map. A Mitigated Negative Declaration was adopted for the housing-related amendments.



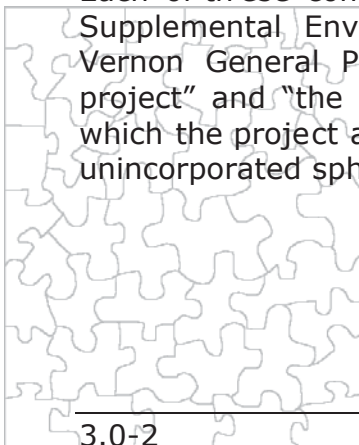
The entirety of the 2,755-acre Planning Area is designated and zoned Industrial (I). Variations in land uses are supported through a series of overlays. Currently, the General Plan and Zoning Code identifies five overlay districts. The Commercial Overlay District (C) encompasses 210 acres and supports retail, commercial service, and restaurant uses. The Rendering Overlay District (R) encompasses 134 acres and supports rendering (the processing of animal products into useful, value-added materials) on lots over one acre in size. The Slaughtering Overlay District (S) encompasses 69 acres and supports the slaughtering of animals on lots over one acre in size. The Housing Overlay District (H) supports development of residential units on approximately two acres in the eastern portion of the Planning Area. The Emergency Shelter Overlay District (ES) supports development of emergency shelters on approximately 1.61 acres in the northwest portion of the Planning Area.

Project Description

The proposed project is a focused update to the General Plan to comply with new State laws and make minor adjustments to land use policy. The project consists of several components:

- Update the Land Use Element to expand the locations where commercial uses and trucking and freight terminals can be established in the City.
- Update the Land Use, Resources, Safety, and Noise Elements to comply with recently passed State laws and to update pertinent information.
- Update the Implementation Plan with new applicable policies related to the above revised policy changes.
- Revise the Zoning Ordinance and Zoning Map to establish and apply a new Truck and Freight Terminal Overlay (TF) over 1,065 net acres.
- Revise the Zoning Ordinance and Zoning Map to replace and expand the existing Commercial Overlay with the new C-1 and C-2 Commercial Overlays over 281 net acres and 177 net acres, respectively.
- Establish new definitions to address the revisions described above and other minor amendments to the Zoning Ordinance.
- Establish a new Minor Conditional Use Permit process.
- Provide standards for digital billboards.
- Perform additional clean-up, non-substantive revisions to the Zoning Ordinance that do not affect the any prior policy directives.

Each of these components is discussed in detail below. For the purposes of this Supplemental Environmental Impact Report (SEIR), the focused update to the Vernon General Plan and Zoning Ordinance is collectively referred to as “the project” and “the Proposed Focused Update.” The “Planning Area” is the area to which the project applies; this includes all parcels within the City of Vernon and its unincorporated sphere of influence.



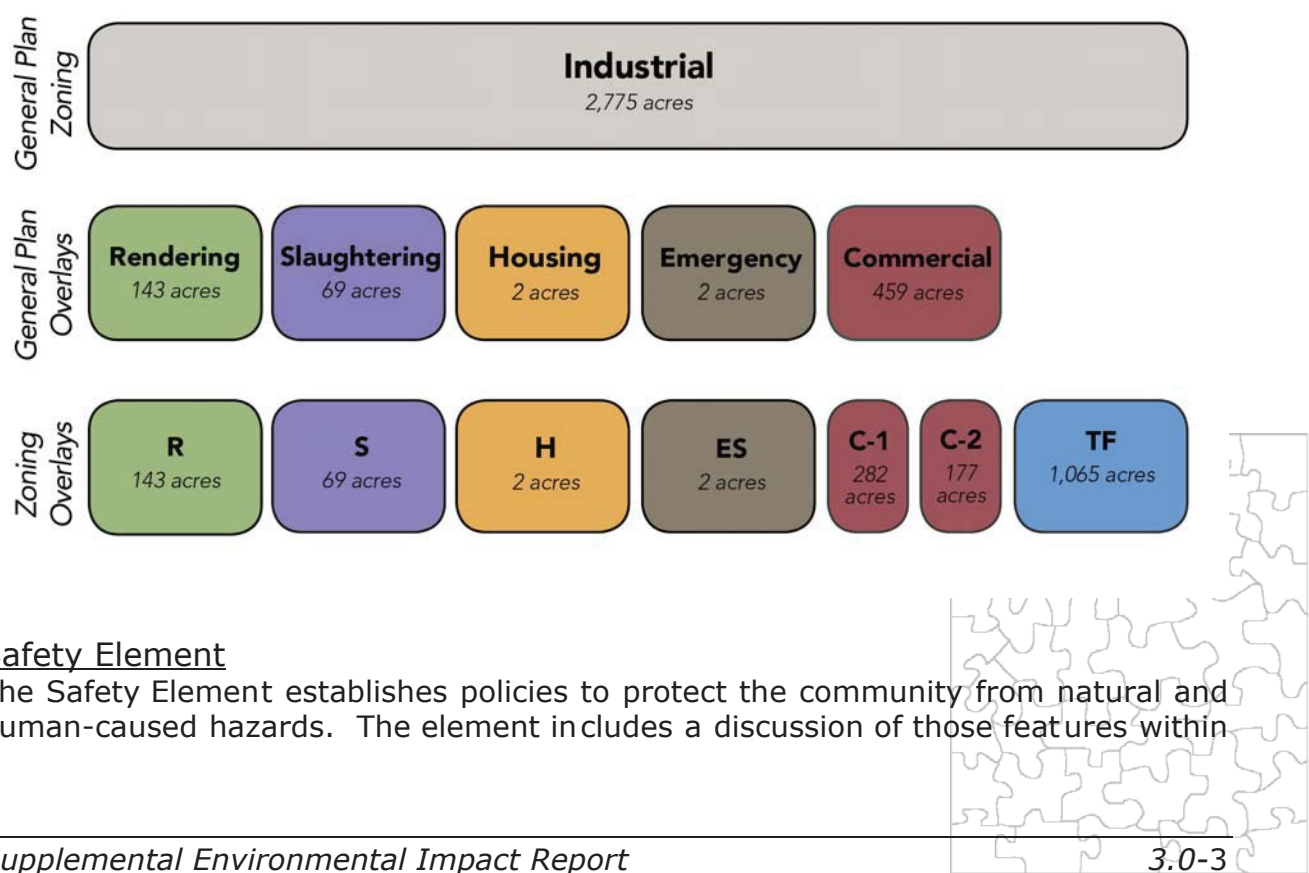
Update to General Plan Elements

Land Use Element

The Land Use Element guides the physical form of Vernon and how land will be used over the long term (see Exhibit 3.0-2, Proposed General Plan Land Use Map). This element sets forth the location, type, and intensity uses, and also establishes the desired mix and relationship between uses. Land use designations identify the types and nature of development permitted throughout the planning area. The goals and policies contained in the Land Use Element provide the foundation for maintaining Vernon as a regional manufacturing and industrial center while allowing for some commercial uses and public facilities.

In recognition of Vernon’s unique status as an exclusively industrial city, the 2007 General Plan established a single land use category (Industrial) and three overlay districts: Commercial, Rendering, and Slaughtering. The Project proposes to expand the area that the Commercial Overlay applies. New information and policies are proposed to facilitate expansion of commercial uses, new truck and freight terminals, and to promote more intensive employment-generating uses near transit stops. Additional information on flood hazards is provided to comply with State law (AB 162, discussed below). Figure 3.0-1 (Land Use and Zoning Summary) summarizes the area of each designation and zone of the proposed Land Use Policy Map and Zoning Map (note that some overlay districts overlap).

Figure 3.0-1
Land Use and Zoning Summary



Safety Element

The Safety Element establishes policies to protect the community from natural and human-caused hazards. The element includes a discussion of those features within

or near the planning area that represent a potential danger to buildings/structures, public facilities, and infrastructure. The element establishes goals, policies, and plans to minimize dangers to residents, workers, and visitors associated with seismic hazards, flooding, and hazardous materials.

The Safety Element has been updated to comply with AB 162, enacted in 2007 and effective in 2009. AB 162 revised multiple sections of the Government Code and requires flood risk management information to be included in the Safety Element. As part of this update, flood data from new Federal Emergency Management Agency (FEMA) flood maps was added to the Safety Element. Revisions were also made to earthquake fault maps to update information provided by the California Geological Survey. The existing Safety Element goals will remain the same.

Resources Element

The Resources Element contains goals and policies that encourage conservation and management of both cultural and natural resources including water resources, open space, energy resources, air quality, and historic buildings and sites.

The Project involves limited changes to the Resources Element. Specifically, information related to the Urban Water Management Plan (UWMP) applicable to the City is updated to reflect information in the most recently adopted UWMP (2010). Additionally, information and a policy are added to address AB 32, the Global Warming Solutions Act of 2006 and SB 375 (2008). Both laws require consultation with regional governmental groups to coordinate land use, circulation, and infrastructure planning. The existing Resources Element goals will remain the same.

Noise Element

The Noise Element focuses on minimizing community noise by identifying its sources and assessing alternative methods to reduce impacts. The element establishes policies to abate noise and reduce the detrimental health effects associated with excessive noise levels. The element identifies noise standards and land use compatibility guidelines to be used in the assessment of development proposals to protect noise-sensitive land uses from excessive noise.

The Project proposes limited changes to the Noise Element to reflect the City's recently adopted housing policy to permit housing and emergency shelters in two identified locations in the City, including a new policy to require new residential development to utilize construction approaches that minimize adverse noise and vibration effects on residents. All other Noise Element goals remain the same.

Implementation Plan

The General Plan includes a comprehensive Implementation Plan that provides direction for translating goals and policies to specific actions. The Implementation Plan serves as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The Implementation Plan identifies individual program responsibility, funding sources, and a timeframe for completion.

A limited number of new actions were added to the Implementation Plan to correlate with new policies in the General Plan and funding sources were revised to reflect the loss of redevelopment funding throughout the state.

Update to Zoning Ordinance and Zoning Map

Updates to the Zoning Ordinance and Zoning Map (see Exhibit 3.0-3, Proposed Zoning Map) are largely intended to achieve consistency between the revisions proposed in the Focused General Plan update and the Zoning Ordinance. Revisions include expansion of the Commercial Overlay area and establishment of the C-1 and C-2 commercial overlays, establishment of a new Truck and Freight Terminal Overlay District to permit and provide for development standards for these uses in certain areas of the City, allow for streamlined review of certain types of development projects through a new Minor Conditional Use Permit process, provide standards for digital billboards; and minor, non-substantive changes to clean-up language in the Ordinance to facilitate its interpretation.

Commercial Overlay Expansion

The City prepared revisions to the Zoning Ordinance to achieve consistency with the General Plan Land Use Map and policies related to commercial uses of property. These changes are reflected in the proposed amendments to the Zoning Ordinance with the establishment of two separate commercial overlays:

- The C-1 Overlay Zone encompasses 282 acres and identifies areas for the development of mercantile facilities including commercial, service, and business operations that are necessary to support industrial uses at locations where such commercial, service, and business operations would serve existing on-site businesses and surrounding uses by improving access to a greater range of facilities and services.
- The C-2 Overlay Zone encompasses 171 acres and is designed to accommodate, in limited and specific areas of the City, those uses that may ordinarily conflict with the industrial character of the City. The C-2 Overlay Zone is intended to provide for areas for commercial retail facilities at a higher level of intensity than those permitted in the C-1 Overlay Zone.

Freight Terminal Overlay Zoning District

The City proposes to establish a new Truck and Freight Terminal Zoning Overlay District (TF) in a portion of the City as represented in Exhibit 3. Development standards, including site planning standards and allowable uses, are included in the Zoning Ordinance amendments. Under existing standards, truck and freight terminals were considered legal nonconforming uses and new uses were not permitted. With the proposed amendment, however, new such uses would be permitted subject to development standards and issuance of a Conditional Use Permit and only within the new Truck and Freight Terminal Overlay District.

Streamline Administrative Review Process

The project includes the addition of a Minor Conditional Use Permit process to the Zoning Ordinance. The purpose of a Minor Conditional Use Permit is to allow for the

proper integration of uses into the community which may only be suitable in specific locations or designed and constructed in a particular manner or under certain conditions, but are of a scale that would be less impactful than those that may be permitted with a Conditional Use Permit. The Minor Conditional Use Permit would be reviewed and approved or denied by the Director of Community Services, and would be applicable to certain commercial uses, incidental uses, and ancillary retail uses, as specified in the Zoning Ordinance.

Digital Billboards

The project includes establishment of development standards and definitions related to the regulation of digital billboards for which the existing Zoning Ordinance is silent. City standards comport with standards and guidelines of the California Department of Transportation (Caltrans) for digital billboards within 660 feet of a freeway right-of-way.

Definitions and Clean Up Items

Section 26.2.3, Definitions, of the Zoning Ordinance is proposed to be updated to increase clarity in interpretation and implement the above policy changes. A number of definitions are proposed to be added or modified, including the definitions of canopy, cell tower, community facility, contractor's yard, floor-area ratio, freight terminal, garage, hazardous waste facility, incidental use, power generating facility, public utility, retail use, slaughtering, truck terminal, and warehouse use, among others.

The Zoning Ordinance is proposed to be updated with the following additional changes:

- Additional uses permitted by right added and uses permitted with a Conditional Use Permit or Minor Conditional Use Permit added or revised
- Buffer requirements for acutely hazardous materials within 500 feet of a school added
- Screening of outdoor storage activities modified
- Clarifications on water usage requirements for Conditional Use Permits added
- Performance measures for noxious odors added
- Clarifications on required number of parking by use, parking access, and street dedication
- Extension of amortization of nonconforming outdoor activities and storage to 2015
- Other minor clarification and typographical changes

Project Objectives

This Project is being pursued so that the City's General Plan and Zoning Ordinance are consistent with State law and consistent with each other, and to provide standards and Zoning District Overlays for uses that were not previously addressed, or addressed to a lesser detail, in the existing Zoning Ordinance.

Other objectives of the General Plan remain unchanged. Specifically, the City's intent is to continue to support the ongoing industrial character of the City while recognizing the changing industrial environment throughout the United States and globally, and to respond appropriately. The Vernon General Plan is intended to achieve the following objectives:

- To allow Vernon to remain an exclusively industrial city that serves the needs of industry, including the manufacture of goods for local, national, and international consumers.
- To provide a balanced transportation system for the safe and efficient movement of people, goods, and emergency services throughout the City.
- To maintain and improve the City's infrastructure services to meet the needs of industry.
- To minimize the risk to public health, safety, and welfare associated with the presence of natural and human-caused hazards.
- To conserve and protect the City's natural resources including water, energy, open space, and air quality.

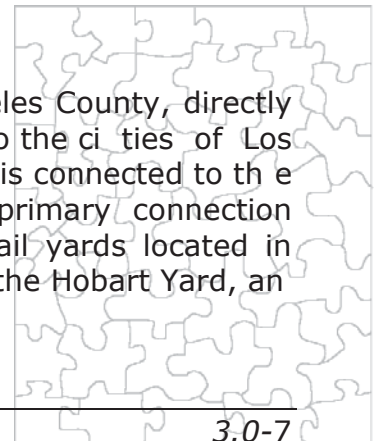
Surrounding Land Uses

The project applies to all parcels within the City of Vernon and its unincorporated sphere of influence. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. Surrounding uses in these cities include residential, commercial, and industrial uses.

With regard to proposed General Plan land use changes and related consistency Zoning Map changes, the project would expand the Commercial Overlay District. The Commercial Overlay District would be comprised of two separate commercial overlays: C-1 and C-2. The C-2 Commercial Overlay District would constitute the expansion area, and is proposed to include additional parcels along Soto Street, as well as properties on Slauson Avenue and Atlantic Boulevard. Surrounding uses are generally industrial in nature, with a limited number of commercial uses. Additionally, the potential expansion of the Commercial Overlay District would be adjacent to Maywood Elementary School, located in the adjacent City of Maywood. The Zoning Map has an additional proposed amendment: the Truck and Freight Terminal Overlay District. This overlay would apply to a northern portion of the City, as indicated in Exhibit 3.0-3 (Proposed Zoning Map). Surrounding uses are general industrial in nature, as well as rail yards and rail lines. The Los Angeles River borders much of this proposed Overlay District.

Environmental Setting

The City of Vernon is located in the central portion of Los Angeles County, directly southeast of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. Vernon is connected to the regional rail lines via the Alameda Corridor, which is the primary connection between the ports of Los Angeles and Long Beach and the rail yards located in Vernon, Commerce, and downtown Los Angeles. A portion of the Hobart Yard, an



intermodal facility where large shipping containers are transferred from railroad cars to trucks and vice versa, is also located in Vernon.

The corporate limits of the City of Vernon encompass approximately 5.2 square miles, extending generally from Alameda Street and the Alameda Corridor on the west to the I-710 freeway to the east, and from the cities of Maywood and Huntington Park on the south and the cities of Los Angeles and Commerce to the north. A portion of unincorporated Los Angeles County is located in the planning area that includes primarily industrial uses and portions of the Los Angeles River. Lands within Vernon largely have been developed with industrial uses since incorporation in 1905. Close to 50,000 employees commute into Vernon daily to work in the 1,200 manufacturing, warehousing, industrial, and transportation-related businesses. As of 2010, Vernon had only 31 residences and a population of 112 persons.

Required Approvals

- The City Council must approve a General Plan Amendment that incorporates the focused updates into the current General Plan, including an amendment to the Land Use Map to expand the Commercial Overlay.
- The City Council must approve a Zone Ordinance Text Amendment to create and implement the Truck and Freight Terminal Overlay, expand the Commercial Overlay, and incorporate other focused amendments, as itemized above, to facilitate implementation and ease interpretation of the Zoning Ordinance.
- The City Council must approve a Zoning Map Amendment to apply the Truck and Freight Terminal Overlay and expansion of the Commercial Overlay (including both C-1 and C-2 overlays) to the Zoning Map.

Other Public Agencies Whose Approval Is Required

None

Approach

The environmental analysis contained in this Supplemental Program EIR is based on the following assumptions:

Project Specific Environmental Review: In the City of Vernon, all development proposals that are considered “projects” under CEQA are subject to the environmental review process to determine the level of impact and to impose appropriate mitigation measures, if needed, to avoid significant impacts.

Purpose and Focus of this Supplemental EIR for the Focused General Plan and Zoning Ordinance Environmental Review: This project would not authorize any plans for construction of new uses, or redevelopment of any properties to produce new uses. The proposed project is an update to existing policy documents. No other direct environmental impacts would occur. The purpose of the environmental assessment is to identify changes to the General Plan and Zoning Ordinances and the associated changes to the previously certified EIR needed to make the previous EIR adequately apply to the project as revised (CEQA Guidelines Section 15163).

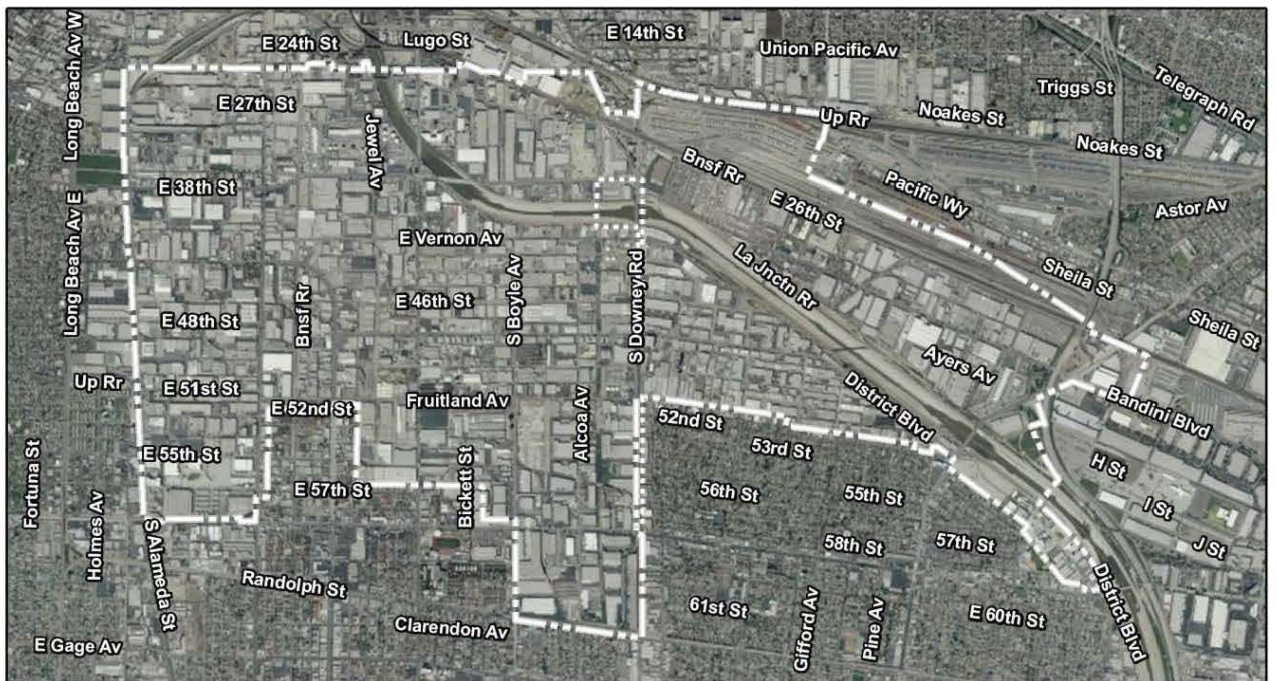
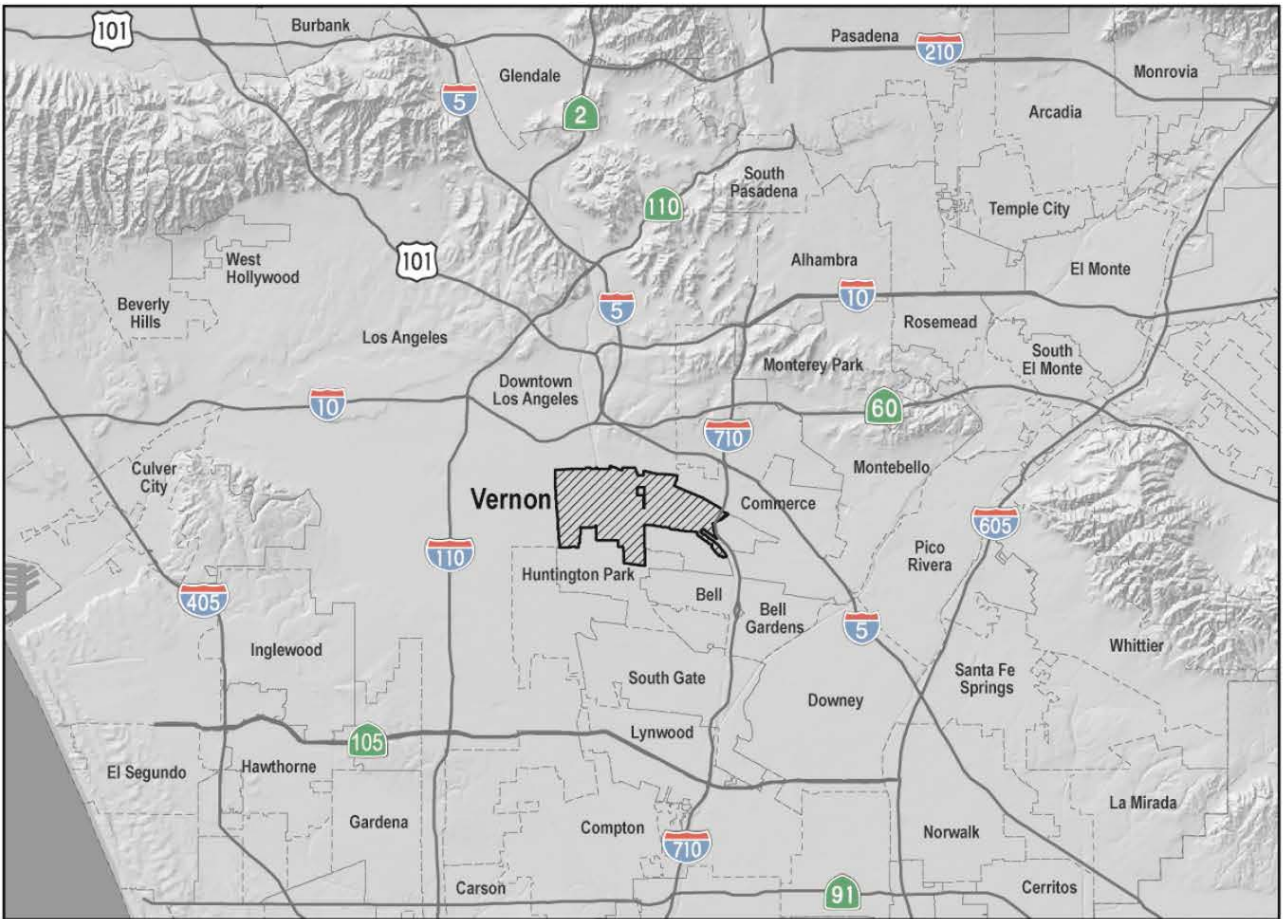


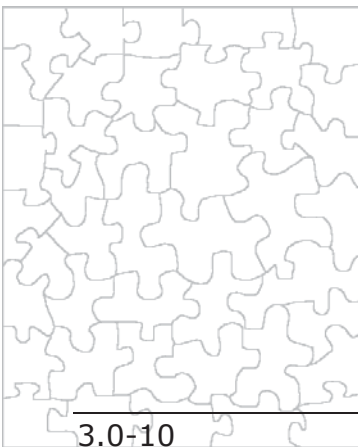
Exhibit 3.0-1 - Regional Context and Vicinity Map

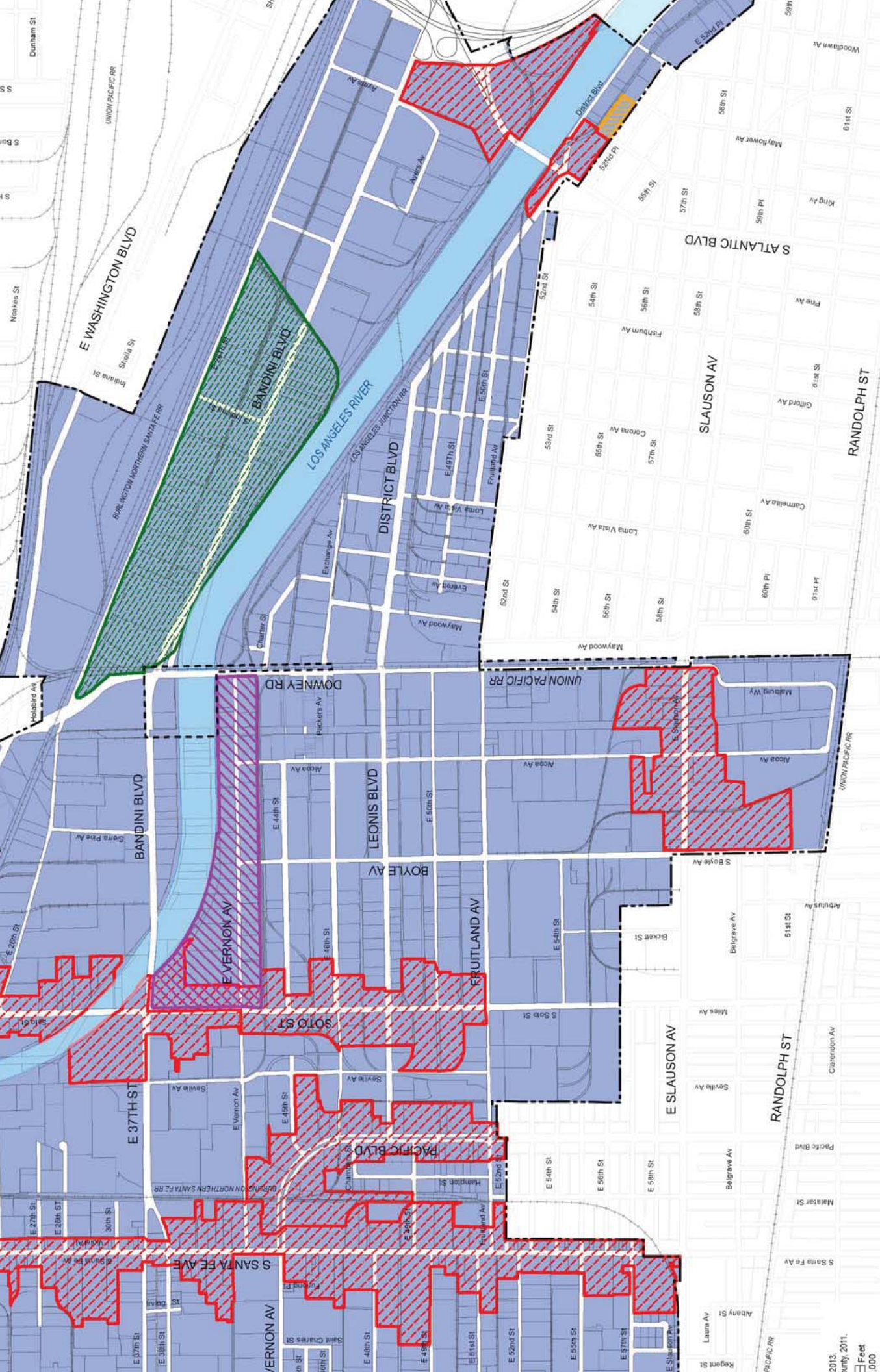
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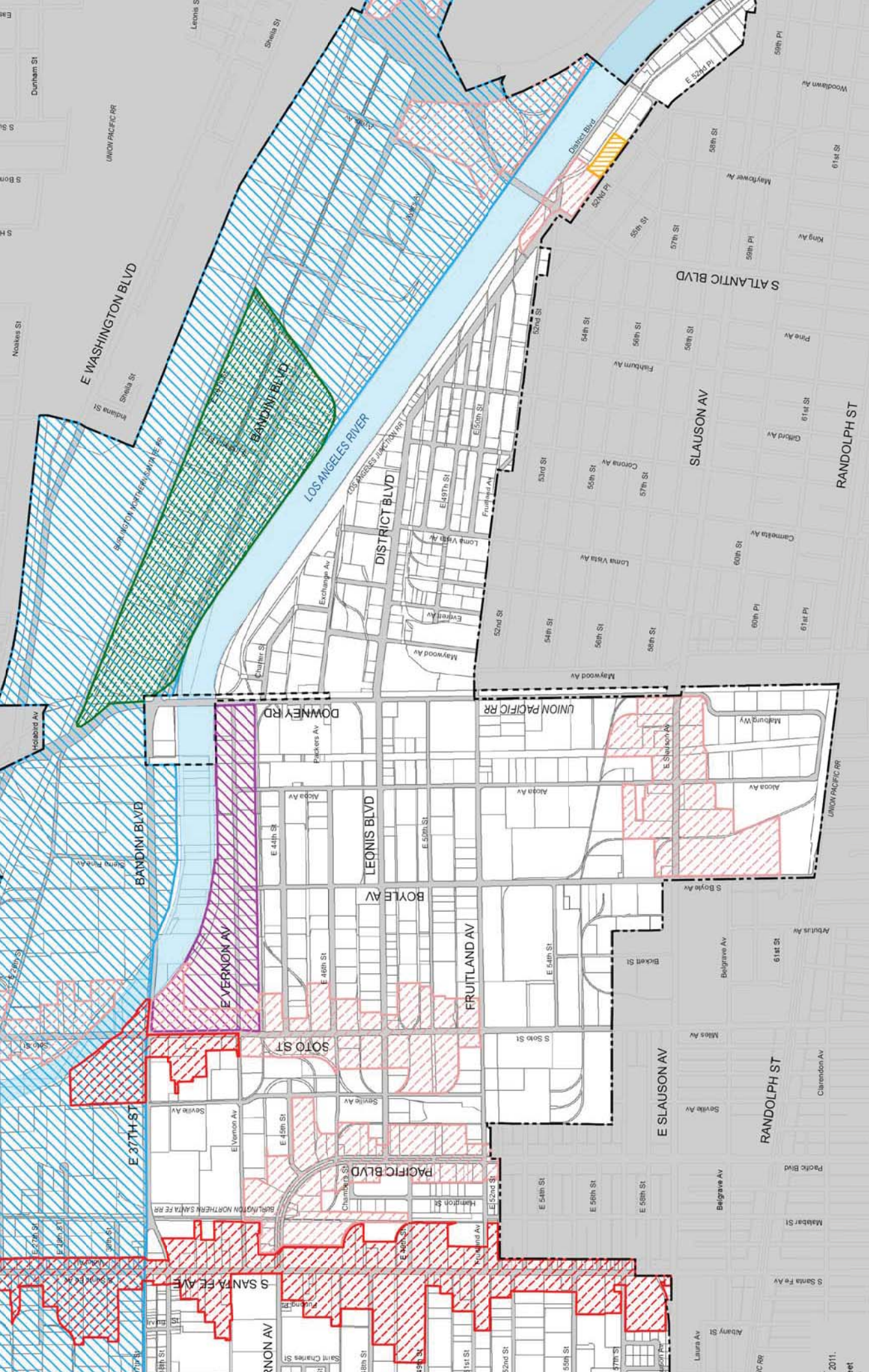
City of Vernon General Plan Update
Vernon, CA





- Base Map**
- Housing
 - Emergency Shelter
 - Commercial
 - Rendering
 - Slaughtering
 - Vernon City Boundary
 - Vernon Sphere of Influence
 - Freeway
 - Railroad
 - Los Angeles River

2013
June, 2011.
Feet
1:10,000



Base Map

- Vernon City Boundary
- Vernon Sphere of Influence
- Los Angeles River

Legend

- Housing
- Emergency Shelter
- Commercial-1
- Commercial-2
- Rendering
- Slaughtering
- Truck and Freight Terminal

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4	Environmental Impact Analysis
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Air Quality 4.1

This section of the Supplemental EIR examines potential impacts to air quality in Vernon, and whether future development permitted due to changes to the General Plan and the Zoning Code and associated changes to the certified Program EIR would increase those impacts. The Initial Study (Appendix A) indicated that there will be no impacts relative to objectionable odors.

Environmental Setting

Vernon lies within the South Coast Air Basin (SCAB), a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAB is a non-attainment area for federal standards for carbon monoxide (CO). The SCAB is also a non-attainment area for federal and state air quality standards for ozone (O₃), particulate matter less than 10 microns in diameter (PM₁₀) and particulate matter less than 2.5 microns in diameter (PM_{2.5}).

Climate and Meteorological Conditions

Area climatological conditions are characterized by warm summers, mild winters, infrequent rainfall, moderate onshore daytime breezes, and moderate humidity. All seasons generally exhibit onshore wind flows during the day and offshore flows at night, after the land cools below the temperature of the ocean. The likelihood of strong offshore flows, including Santa Ana winds, is greater during winter than during summer. (California Air Resources Board, 1984)

The topography and climate of Southern California combine to produce unhealthy air quality within the SCAB. Low temperature inversion, light winds, shallow vertical mixing, and extensive sunlight, in conjunction with topographical features such as adjacent mountain ranges that hinder dispersion of air pollutants, combine to create degraded air quality, especially in inland valleys of the basin.

Existing Air Quality Conditions

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of a basin, and a basin's meteorological conditions. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollution emissions and air quality.

The Program Environmental Impact Report discussed air quality standards, regulations, and pollutant concentrations. The SCAQMD regulates air quality improvement programs within the SCAB and works to improve regional air quality to achieve federal and state standards. The monitoring stations record concentrations of various pollutants including: O₃, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), PM₁₀, particulate matter less than 2.5 microns

in diameter (PM_{2.5}), lead (Pb), and sulfates (SO₄). An updated Table 4.1-1 summarizes the state and federal standards and sources of criteria pollutants as of 2012.

Air pollution levels are measured at monitoring stations located throughout the Basin. Areas that are in nonattainment with respect to criteria pollutants are required to prepare plans and implement measures that will bring the region into attainment. Table 4.1-2 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. The Basin is currently in nonattainment status for ozone and inhalable and fine particulate matter.

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial use. Pollutants in the Basin are blown inward from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

Measurements taken by SCAQMD at the Central Los Angeles monitoring station from 2001 to 2005 were summarized in the certified Program EIR. Table 4.1-3 summarizes measurements taken from 2006 to 2012 and shows that air quality standards at these locations have been exceeded for PM_{2.5}, PM₁₀, and O₃. This is consistent with the entire SCAB's classification as non-attainment for PM₁₀ and O₃. The following summary of pollutants was provided in the Program EIR with updated information on exceedance of standards for Ozone. All other pollutants

Ozone (O₃). The most pervasive air quality problem in the Basin is high ozone concentrations. Ozone is the principal component of smog and is formed in the atmosphere through a complex series of photochemical reactions involving volatile organic compounds (VOC) and nitrogen oxides (NO_x), which are commonly referred to as precursors of O₃ and are both considered critical in O₃ formation; NO_x includes various combinations of nitrogen and oxygen, including NO, NO₂, NO₃, etc. Significant O₃ production generally requires about three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because it is transported and diffused by wind concurrent with the photochemical reaction process. Motor vehicles are the major source of ozone precursors in the air basin. During late spring, summer, and early fall, light winds, low mixing heights, and abundant sunshine combine to produce conditions favorable for maximum production of O₃. Ozone causes eye and respiratory irritation, reduces resistance to lung infection, and may aggravate pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber. Control

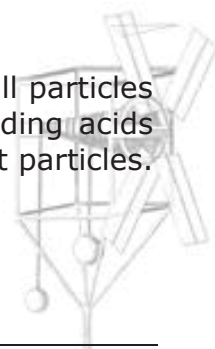
strategies for O_3 have focused on reducing emissions from vehicles, industrial processes using solvents and coatings, and consumer products. In each of the five latest years for which air quality data exists (2006-2012), the state 1-hour ozone standard was exceeded in Central Los Angeles for as many as eight days (see Table 4.1-4).

In 1997, the United States Environmental Protection Agency (USEPA) issued a new standard for O_3 , using an 8-hour average. After years of litigation, the standard was approved and attainment designations were made. Los Angeles County is in nonattainment for both the state and federal standards; federal standards were exceeded at the Central Los Angeles monitoring station for a total of five days between 2001 and 2005, with the most in one year being two days in 2003. In June of 2005, the federal 1-hour O_3 standard was revoked by the USEPA.

Carbon Monoxide (CO). CO is a colorless and odorless gas which, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Overall, CO emissions are decreasing as a result of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. Concentrations of CO are typically higher in winter. As a result, California has required the use of oxygenated gasoline in the winter months to reduce CO emissions. CO interferes with the transfer of oxygen to the blood. It may cause dizziness and fatigue and can impair central nervous system functions. The 1-hour and 8-hour average CO standards have not been exceeded at the Central Los Angeles Monitoring Station during the last five years (see Table 4.1-4).

Nitrogen Dioxide (NO₂). There are two oxides of nitrogen that are important in air pollution: nitric oxide (NO) and NO₂. NO, along with some NO₂, is emitted from motor vehicle engines, power plants, refineries, industrial boilers, ships, aircraft, and railroads. NO₂ is primarily formed when NO reacts with atmospheric oxygen in the presence of VOC and sunlight; the other product of this reaction is O_3 . Nitrogen dioxide is the whiskey-brown colored gas, more commonly known as smog, observed during periods of heavy air pollution. Concentrations of NO₂ are highest during the late fall and winter. NO₂ increases damage from respiratory disease and irritation, and may reduce resistance to certain infections. Neither the federal nor state standards for NO₂ have been exceeded in Central Los Angeles during the last five years (see Table 4.1-4).

Particulate Matter (PM). PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Natural sources of particulates include windblown dust and ocean spray.



The size of PM is directly linked to the potential for causing health problems. The USEPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Health studies have shown a significant association between exposure to PM and premature death. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and irregular heart beat (USEPA 2006). Individuals particularly sensitive to fine particle exposure include older adults, people with heart and lung disease, and children. The USEPA groups PM into two categories: fine particulate matter and coarse particulate matter.

Fine Particulate Matter (PM_{2.5}). Fine particles, such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller. Sources of fine particles include all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM_{2.5} is the major cause of reduced visibility (haze) in California. Ammonium nitrates and ammonium sulfates represent a dominant fraction of PM_{2.5} components and are formed in the atmosphere through secondary reactions of precursor emissions of NO_x, SO_x and ammonia. Reducing the sulfur content of fuels has proven to be an effective measure of control for SO_x reductions, and thereby PM_{2.5}. Control of PM_{2.5} is primarily achieved through the regulation of emission sources, such as the USEPA's Clean Air Interstate Rule and Clean Air Visibility Rule for stationary sources, and the 2004 Clean Air Non-road Diesel Rule, the Tier 2 Vehicle Emission Standards, and Gasoline Sulfur Program; or the California Air Resources Board (CARB) Goods Movement reduction plan.

Coarse Particulate Matter (PM₁₀). Inhalable coarse particles, such as those found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. Sources of coarse particles include crushing or grinding operations and dust from paved or unpaved roads. The health effects of PM₁₀ are similar to PM_{2.5}. Control of PM₁₀ is primarily achieved through the control of dust at construction and industrial sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

Sulfur Dioxide (SO₂). SO₂ is a combustion product, with the primary source being power plants and heavy industry that use coal or oil as fuel. SO₂ is also a product of diesel engine combustion. The health effects of SO₂ include lung disease and breathing problems for asthmatics. SO₂ in the atmosphere contributes to the formation of acid rain. In the SCAB, there is relatively little use of coal and oil, and SO₂ is of lesser concern than in many other parts of the country. The federal and state standards for SO₂ have not been exceeded in the last five years at the Central Los Angeles Monitoring Station (see Table 4.1-4).

**Table 4.1-1
National and California Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards1		Federal Standards2		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secontary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		-		
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	15 µg/m ³		
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/ m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	9.0 ppm (10mg/m ³)		9 ppm (10 mg/m ³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/ m ³)		-		
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean	0.03 ppm (57 µg/m ³)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m ³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m ³)		100 ppb (188 µg/m ³)	-	
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	-	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ⁹	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ⁹	-	
Lead ⁹	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³ (for certain areas) ¹¹	Same as Primary Standard	
	Rolling 3-Month Average ¹⁰	-		0.15 µg/m ³		
Visibility Reducing Particles	8 Hour	See footnote 12	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ⁹	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: ARB, June 2012

PPM, parts per million
µg/m³, micrograms per cubic meter

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour),

and particulate matter (PM_{10} , $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10} , the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. To attain the 1-hour national standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100ppb. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 100ppb is identical to 0.100ppm.

9. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

10. The ARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

11. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

12. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.



Table 4.1-2
South Coast Air Basin Attainment Status

Pollutant	Federal	State
O ₃ (1-hr)	--	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Nonattainment
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Nonattainment
SO ₂	Attainment	Attainment
Pb	Nonattainment	Nonattainment
VRP	--	Unclassified
SO ₄	--	Attainment
H ₂ S	--	Unclassified
Sources: ARB 2013		

Table 4.1-3
Air Quality Data for 2006 to 2012: Central Los Angeles Monitoring Station

Pollutant (units)	Averaging Time	Maximum Concentrations ⁱ						
		2006	2007	2008	2009	2010	2011	2012
O ₃ (ppm)	1 hour	0.11	0.115	0.109	0.139	0.098	0.087	0.093
	8 hours	0.079	0.102	0.090	0.100	0.080	0.065	0.077
CO (ppm)	1 hour	3	3	3	3	3	N/A	N/A
	8 hours	2.6	2.2	2.1	2.2	2.3	2.4	1.9
NO ₂ (ppm)	1 hour	0.11	0.10	0.12	0.12	0.089	0.110	77.3*
	Annual (AAM)	0.0288	0.0299	0.0275	0.0281	0.025	0.0231	24.8*
PM ₁₀ (µg/m ³)	24 hours	59	78	66	72	42	53	80
	Annual(AAM)	30.3	33.3	30.9	33.1	27.1	29.0	30.2
PM _{2.5} (µg/m ³)	24 hours	56.2	64.2	78.3	61.7	39.2	49.3	58.7
	Annual (AAM)	15.6	16.8	15.7	14.3	11.9	13.0	12.5
SO ₂ (ppm)	1 hour	0.03	0.01	0.01	0.01	9.8*	19.8*	5.2*
	24 hours	0.006	0.003	0.002	0.002	1.5*	N/A	N/A

Source: South Coast Air Quality Management District, 2006-2012.

* In ppb

Table 4.1-4
2006-2012 Air Quality Standards Exceedance

Year	O ₃ (PPM)			PM ₁₀ (µg/m ³)		PM _{2.5} (µg/m ³)
	Fed* 8-hr	State 1-hr	State 8-hr	Fed 24-hr	State 24-hr	Fed^ 24-hr
2006	0	8	4	0	3 (5.1)	11 (3.3)
2007	3	3	6	0	5 (9)	20 (0.6)
2008	3	3	7	0	2 (4%)	10 (3.0)
2009	2	3	5	0	4 (6.7)	7 (1.9)
2010	1	1	1	0	0	2 (0.6%)
2011	0	0	0	0	1 (2%)	4 (1.2%)
2012	1	0	2	0	4	4

Source: SCAQMD 2006-2012
 -- pollutant not monitored
 * 0.075 ppm
 ^35 µg/m³

Sensitive Receptors

The SCAQMD defines sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Sensitive receptors, as defined by SCAQMD and used in this section of this Supplemental EIR, include asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Sensitive receptors located in or near the vicinity of known air emissions sources, including freeways and heavily traveled intersections, are of particular concern.

Toxic Air Pollutants

Toxic air pollutants, such as asbestos, can be emitted during the demolition of buildings that contain toxic contaminants and during the operation of certain industrial processes that utilize toxic substances. Federal and state governments have implemented a number of programs to control toxic air emissions. For example, the federal Clean Air Act provides a program for the control of hazardous air pollutants. In addition, the California legislature has enacted programs such as the Tanner Toxics Act (AB1807), the Air Toxics Hot Spot Assessment Program (AB2588), the Toxics Emissions Near Schools Program (AB3205) and the Disposal Site Air Monitoring Program (AB3374).

Additionally, mobile sources can also contribute to toxic air pollution. The Multiple Air Toxics Exposure Study (MATES-II) is a comprehensive monitoring study of TACs that was initiated as part of AQMD's environmental justice program. This study revealed that diesel exhaust is responsible for approximately 70 percent of the total cancer risk from air pollution. While diesel is considered a toxic air pollutant, and as such is called a "non-criteria" air contaminant because ambient air quality standards have not been established, diesel pollution may be addressed under measures that seek to control PM_{2.5} because diesel pollution manifests as ultrafine particulate matter.

Regulatory Framework

The Program EIR includes a summary of the Federal Clean Air Act, the California Clean Air Act, and the 2003 and 2007 SCAQMD Air Quality Management Plan (AQMP), all of which are applicable to the current project. The SCAQMD AQMP was updated in 2012.

The 2012 AQMP was adopted by the SCAQMD board on December 7, 2012. The 2012 AQMP incorporated the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The 2012 AQMP includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The SCAQMD is currently in the process of preparing the 2015 AQMP update.

The SCAQMD has published a handbook (CEQA Air Quality Handbook, November 1993) that provides local governments with guidance for analyzing and mitigating project-specific air quality impacts. This handbook provides standards, methodologies, and procedures for conducting air quality analyses in EIRs.

In order to control air pollution in the Basin, SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by ARB or the United States Environmental Protection Agency (EPA). Rules that will be applicable during construction of future development include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent opacity in the air). Rule 403 requires the implementation of Best Available Control Measures (BACM) and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres. Rule 1113 establishes the thresholds for low-VOC coatings.

Global Climate Change

Global climate change (GCC) refers to the change in average meteorological conditions on the Earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO₂ (carbon dioxide), N₂O (nitrous oxide), CH₄ (methane), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the Earth's atmosphere, but prevent heat from escaping, thus warming the Earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

According to CARB, the climate change that is currently in effect differs from previous climate changes in both rate and magnitude (CARB, 2004, Technical Support document for Staff Proposal Regarding Reduction of Greenhouse Gas Emissions from Motor Vehicles). Gases that trap heat in the atmosphere are often referred to as greenhouse gases. Greenhouse 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° Fahrenheit (F) cooler than it is currently. 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.

Although California's rate of growth of greenhouse gas emissions is slowing, the state is still a substantial contributor. In 2004, the state is estimated to have produced 492 million gross metric tons of carbon dioxide equivalent greenhouse gas emissions. Despite a population increase of 16 percent between 1990 and

2004, California has significantly slowed the rate of growth of greenhouse gas emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls.

Global climate change first became a matter of concern in the 1980s, and the United Nations in 1988 created the Intergovernmental Panel on Climate Change to assess the potential impacts of global warming and develop strategies that could be instituted by nations in order to reduce greenhouse gas emissions. In California, efforts to reduce California's energy use began in the 1970s, although not in response to global climate change concerns. Title 24 Part 6, enacted in 1978, required buildings to meet energy efficiency standards.

Vehicle emissions of greenhouse gases were targeted in 2002 with the passage of AB1493, which required CARB to develop regulations to limit greenhouse gas emissions by cars and light duty trucks. These measures went into effect in 2009, and it is estimated that vehicle emissions of greenhouse gases will be reduced by approximately 18 percent by 2020. (CARB 2004) Although the United States has pledged over \$29 billion for research into global climate change, the USEPA does not currently regulate vehicle greenhouse gas emissions. However, the USEPA does have the authority to regulate vehicle greenhouse gas emissions under the Clean Air Act, as found in the Supreme Court ruling in *Massachusetts v. USEPA* (2007).

In 2006, AB 32, the California Global Warming Solutions Act, was signed into law by Governor Schwarzenegger, giving CARB the primary responsibility in reducing statewide greenhouse gas emissions to 1990 levels by 2020. CARB is also required by January 1, 2008 to determine greenhouse gas emission levels for 1990 and to approve a statewide greenhouse gas emissions limit to be achieved by 2020 that is based on this limit.

Specific, anticipated impacts to California have been identified in the 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) through extensive modeling efforts.ⁱⁱ General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevadas
- Some reduction in precipitation is likely by the middle of the century
- Sea-levels will rise up to an estimated 55 inches
- Extreme events such as heat waves, wildfires, droughts, and floods will increase
- Ecological shifts of habitat and animals are already occurring and will continue to occur

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections. The potential impacts of global climate change in California are detailed below.

Public Health and Welfare

Concerns related to public health and climate change includes higher rates of mortality and morbidity, change in prevalence and spread of disease vectors, decreases in food quality and security, reduced water availability, and increased exposure to pesticides. These concerns are all generally related to increase in ambient outdoor air temperature, particularly in summer.

Higher rates of mortality and morbidity could arise from more frequent heat waves at greater intensities. Health impacts associated with extreme heat events include heat stroke, heat exhaustion, and exacerbation of medical conditions such as cardiovascular and respiratory diseases, diabetes, nervous system disorders, emphysema, and epilepsy. Climate change would result in degradation of air quality promoting the formation of ground-level pollutants, particularly ozone. Degradation of air quality would increase the severity of health impacts from criteria and other air pollutants discussed in Section 4.3 (Air Quality). Temperature increases and increases in carbon dioxide are also expected to increase plant production of pollens, spores, and fungus. Pollens and spores could induce or aggravate allergic rhinitis, asthma, and obstructive pulmonary diseases.

Precipitation projections suggest that California will become drier over the next century due to reduced precipitation and increased evaporation from higher temperatures. These conditions could result in increased occurrences of drought. Surface water reductions will increase the need to pump groundwater, reducing supplies and increasing the potential for land subsidence.

Precipitation changes are also suspected to impact the Sierra snowpack (see Water Management herein). Earlier snow melts could coincide with the rainy season and could result in failure of the flood control devices in that region. Flooding can cause property damage and loss of life for those affected. Increased wildfires are also of concern as the State dries over time. Wildfires can also cause property damage, loss of life, and injuries to citizens and emergency response services.

Sea-level rises would also threaten human health and welfare. Flood risks will be increased in coastal areas due to strengthened storm surges and greater tidal damage that could result in injury and loss of property and life. Gradual rising of the sea will permanently inundate many coastal areas in the state.

Other concerns related to public health are changes in the range, incidence, and spread of infectious, water-borne, and food-borne diseases. Changes in humidity levels, distribution of surface water, and precipitation changes are all likely to shift or increase the preferred range of disease vectors (i.e. mosquitoes). This could expose more people and animals to potential for vector-borne disease.

Biodiversity and Habitat

Changes in temperature will change the livable ranges of plants and animals throughout the state and cause considerable stress on these species. Species will shift their range if appropriate habitat is available and accessible if they cannot

adapt to their new climate. If they do not adapt or shift, they face local extirpation or extinction. As the climate changes, community compositions and interactions will be interrupted and changed. These have substantial implications on the ecosystems in the state. Extreme events will lead to tremendous stress and displacement on affected species. This could make it easier for invasive species to enter new areas, due to their ability to more easily adapt. Precipitation changes would alter stream flow patterns and affect fish populations during their life cycle. Sea level rises could impact fragile wetland and other coastal habitat.

Water Management

Although disagreement among scientists on long-term precipitation patterns in the State has occurred, it is generally accepted by scientists that rising temperatures will impact California's water supply due to changes in the Sierra Nevada snowpack. Currently, the State's water infrastructure is designed to both gather and convey water from melting snow and to serve as a flood control device. Snowpack melts gradually through spring warming into early summer, releasing an average of approximately 15 million acre-feet of water. The State's concern related to climate change is that due to rising temperatures, snowpack melt will begin earlier in the spring and will coincide with the rainy season. The combination of precipitation and snowmelt would overwhelm the current system, requiring tradeoffs between water storage and flood protection to be made. Reduction in reserves from the Sierra Nevada snowpack is troublesome for California and particularly for Southern California. Approximately 75-percent of California's available water supply originates in the northern third of the state while 80 percent of demand occurs in the southern two-thirds. There is also concern that rising temperatures will result in decreasing volumes from the Colorado River basin. Colorado River water is important to Southern California because it supplies water directly to Metropolitan Water District of Southern California. Water from the Colorado River is also used to recharge groundwater basins in the Coachella Valley.

Agriculture

California is the most agriculturally productive state in the U.S. resulting in more than 37 billion dollars in revenue in 2008. California is the nation's leading producer of nearly 80 crops and livestock commodities, supplying more than half of the nation's fruit and vegetables and over 90 percent of the nation's production of almonds, apricots, raisin grapes, olives, pistachios, and walnuts. Production of crops is not limited to the Central Valley but also occurs in Southern California. Strawberries and grapes are grown in San Bernardino and Riverside Counties. Orange County and San Diego County also contribute to strawberry production. Cherries are also grown in Los Angeles and Riverside County. Anticipated impacts to agricultural resources are mixed when compared to the potentially increased temperatures, reduced chill hours, and changes in precipitation associated with climate change. For example, wheat, cotton, maize, sunflower, and rice are anticipated to show declining yields as temperatures rise. Conversely, grapes and almonds would benefit from warming temperatures. Anticipated increases in the number and severity in heat waves would have a negative impact on livestock where heat stress would make livestock more vulnerable to disease, infection and

mortality. The projected drying trend and changes in precipitation are a threat to agricultural production in California. Reduced water reliability and changes in weather patterns would impact irrigated farmlands and reduce food security. Furthermore, a drying trend would increase wildfire risk. Overall, agriculture in California is anticipated to suffer due to climate change impacts.

Forestry

Increases in wildfires will substantially impact California's forest resources that are prime targets for wildfires. This can increase public safety risks, property damage, emergency response costs, watershed quality, and habitat fragmentation. Climate change is also predicted to affect the behavior of plant species including seed production, seedling establishment, growth, and vigor due to rising temperatures. Precipitation changes will affect forests due to longer dry periods and moisture deficits and drought conditions that limit seedling and sapling growth. Prolonged drought also weakens trees, making them more susceptible to disease and pest invasion. Furthermore, as trees die due to disease and pest invasion (i.e. the Bark Beetle invasion of the San Bernardino Forest), wildfires can spread more rapidly.

Transportation and Energy Infrastructure

Higher temperatures will require increased cooling, raising energy production demand. Higher temperatures also decrease the efficiency of distributing electricity and could lead to more power outages during peak demand. Climate changes would impact the effectiveness of California's transportation infrastructure as extreme weather events damage, destroy, and impair roadways and railways throughout the state causing governmental costs to increase as well as impacts to human life as accidents increase. Other infrastructure costs and potential impacts to life would increase due to the need to upgrade levees and other flood control devices throughout the state. Infrastructure improvement costs related to climate change adaptation are estimated in the tens of billions of dollars.

The global warming potential (GWP) is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming. It is a relative scale which compares the gas being measured to carbon dioxide (whose GWP is by definition 1). GWP is based on a number of factors, including the heat-absorbing ability of each gas and the decay rate of each gas relative to that of carbon dioxide. The higher the GWP, the more impact the gas has on global warming. The GWP measures in this report are based on a 100-year time horizon. The principal greenhouse gases resulting from anthropogenic activity that enter and accumulate in the atmosphere are discussed below:

- **Carbon Dioxide (CO₂):** Carbon dioxide is created in the combustion of fossil fuels, forest clearing, and biomass burning. Human activity is more closely tied to carbon dioxide concentrations in the atmosphere than other greenhouse gases, and carbon dioxide is used as a reference to compare the impacts of other greenhouse gases. Concentrations of carbon dioxide in the atmosphere have typically increased at a rate of 0.5% per year and levels today are 30% higher than those prior to the industrial revolution.

- **Methane (CH₄):** Methane is a hydrocarbon produced through production and distribution of natural gas and oil, coal production, incomplete fuel combustion, waste decomposition, and animal digestion. Methane concentrations in the atmosphere are over twice their pre-industrial levels, and increasing 0.6% each year, although this rate is thought to be slowing. The global warming potential of methane is 23.ⁱⁱⁱ
- **Nitrous Oxide (N₂O):** Nitrous oxide is emitted during fossil fuel combustion, biomass burning, and certain agricultural and industrial activities. Compared to carbon dioxide, nitrous oxide is an especially dangerous greenhouse gas, with a global warming potential of 296.
- **Fluorinated Gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., CFCs, HCFCs, and halons). These gases are typically emitted in smaller quantities, but because they are some of the most potent greenhouse gases, they are referred to as having a “High Global Warming Potential.” The global warming potential of these gases ranges from 140 to 23,900.

Since adoption of the Program EIR, the Air Resources Board Scoping Plan, Executive Order S-3-05, the Sustainable Communities and Climate Protection Act, California Green Building Standards, and the Water Conservation Landscaping Act were adopted. In addition, the City of Vernon has established a goal to become a leader in environmentally responsible energy generation.

Air Resources Board Scoping Plan

The ARB Scoping Plan is the comprehensive plan to reach the GHG reduction targets stipulated in AB 32. The key elements of the plan are to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners in the Western Climate Initiative (includes seven states in the United States and four territories in Canada), establish transportation-related targets, and establish fees.^{iv} ARB estimates that implementation of Scoping Plan measures will reduce GHG emissions in the state by 174 MMTC2E by 2020; therefore, implementation of the Scoping Plan will meet the 2020 reduction target. In a report prepared on September 23, 2010, ARB indicates that 40 percent of the reduction measures identified in the Scoping Plan have been secured.^v ARB held the hearing for the cap-and-trade program rulemaking on December 16, 2010. The cap-and-trade program began January 1, 2012 after ARB completed a series of activities that deal with the registration process, compliance cycle, and tracking system; however, covered entities will not have an emissions obligation until 2013.^{vi} ARB is currently working on the low carbon fuel standard where public hearings and workshops are currently being conducted. In August 2011, the Scoping Plan was reapproved by the ARB Board with the program’s environmental documentation.

Executive Order S-3-05

Executive Order S-3-05 was issued by California Governor Arnold Schwarzenegger and established targets for the reduction of greenhouse gas emissions at the milestone years of 2010, 2020, and 2050. Statewide GHG emissions must be reduced to 1990 levels by year 2020 and by 80 percent beyond that by year 2050. The Order requires the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate with other State departments to identify strategies and reduction programs to meet the identified targets. A Climate Action Team (CAT) was created and is headed by the Secretary of CalEPA who reports on the progress of the reduction strategies. The latest CAT Biennial Report to the Governor and Legislature was completed in December 2010.^{vii} CAT also works in 11 subgroups to support development and implementation of the Scoping Plan (see California Global Warming Solutions Act herein).

**Table 4.1-5
Scoping Plan Measures**

Measure	Description
T-1	Pavely I and II – Light Duty Vehicle Greenhouse Gas Standards
T-2	Low Carbon Fuel Standard
T-3	Regional Transportation-Related Greenhouse Gas Targets
T-4	Vehicle Efficiency Measures
T-5	Ship Electrification at Ports
T-6	Good Movement Efficiency Measures
T-7	Heavy-Duty Vehicle Aerodynamic Efficiency
T-8	Medium and Heavy-Duty Vehicle Hybridization
T-9	High Speed Rail
E-1	Energy Efficiency (Electricity Demand Reduction)
E-2	Increase Combined Heat and Power Use
E-3	Renewable Portfolio Standard
E-4	Million Solar Roofs
CR-1	Energy Efficiency (Natural Gas Demand Reduction)
CR-2	Solar Water Heating
GB-1	Green Buildings
W-1	Water Use Efficiency
W-2	Water Recycling
W-3	Water System Energy Efficiency
W-4	Reuse Urban Runoff
W-5	Increase Renewable Energy Production
W-6	Public Good Charge (Water)
I-1	Energy Efficiency for Large Industrial Sources
I-2	Oil and Gas Extraction GHG Reductions
I-3	Oil and Gas Transmission Leak Reductions
I-4	Refinery Flare Recovery Process Improvements
I-5	Removal of Methane Exemption from Existing Refinery Regulations
RW-1	Landfill Methane Control
RW-2	Increase Landfill Methane Capture Efficiency
RW-3	Recycling and Zero Waste

Measure	Description
F-1	Sustainable Forest Target
H-1	Motor Vehicle Air Conditioning
H-2	Non-Utilities and Non-Semiconductor SF ₆ Limits
H-3	Semiconductor Manufacturing PFC Reductions
H-4	Consumer Products High GWP Limits
H-5	High GWP Mobile Source Reductions
H-6	High GWP Stationary Source Reductions
H-7	High GWP Mitigation Fees
A-1	Large Dairy Methane Capture

Sustainable Communities and Climate Protection Act

In January 2009, California Senate Bill (SB) 375 went into effect known as the Sustainable Communities and Climate Protection Act.^{viii} The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks ARB to set greenhouse gas reduction targets for each of the California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy (APS) may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In the Southern California Association of Governments (SCAG) region (in which the project is located), sub-regions can also elect to prepare their own SCS or APS. In August 2010, ARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the SCAG region were 8-percent by year 2020 and 13-percent by year 2035. The 8-percent year 2020 target was adopted in September 2010 and tentatively adopted the 13-percent year 2035 target until February 2011 to provide additional time for SCAG, ARB, and other stakeholders to account for additional resources (such as state transportation funds) needed to achieve the proposed targets. In February 2011, the SCAG President affirmed the year 2035 reduction target and SCAG staff updated ARB on additional funding opportunities. The status of funding was requested to be revisited again in year 2014.

California Green Building Standards

New California Green Building Standards Code (CALGREEN) went into effect on January 1, 2011.^{ix} The purpose of the new addition to the California Building Code (CBC) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using concepts to reduce negative impacts or produce positive impacts on the environment. The CALGREEN regulations cover planning and design, energy efficient, water efficiency and conservation, material conservation and resources efficiency, and environmental quality. Many of the new regulations have the effect of reducing greenhouse gas emissions from the

operation of new buildings. Table 4.1-6 (CALGREEN Requirements) summarizes the previous requires of the CBC and the new requirements of CALGREEN that went into effect in January 2011. Minor technical revisions and additional requirements went into effect in July 2012.

**Table 4.1-6
CALGREEN Requirements**

Item		Requirements	
		Previous	CALGREEN
4.1	Stormwater Management	Stormwater management required on projects > than one acre	All projects subject to stormwater management.
	Surface Drainage	Surface water must flow away from building	Drainage patterns must be analyzed
4.2	Energy Efficiency	California Energy Code	Minimum energy efficiency to be established by California Energy Commissions
4.3	Indoor Water Use	HCD maximum flush rates; CEC water use standards for appliances and fixtures	Indoor water use must decrease by at least 20 percent (prescriptive or performance based)
	Multiple Showerheads	Not covered	Multiple showerheads can not exceed combined flow of the code
	Irrigation Controllers	Not covered	Irrigation controllers must be weather or soil moisture based controllers
4.4	Joint Protection	Plumbing and Mechanical Codes	All openings must be sealed with materials that rodents cannot penetrate
	Construction Waste	Local Ordinances	Establishes minimum 50 percent recycling and waste management plan
	Operation	Plumbing Code for gray water systems	Educational materials and manuals must be provided to building occupants and owners to ensure proper equipment operation
4.5	Fireplaces	Local Ordinances	Gas fireplaces must be direct-vent sealed-combustion type; Wood stoves and pellet stoves must meet USEPA Phase II emissions limits
	Mechanical Equipment	Not covered	All ventilation equipment must be sealed from contamination during construction
	VOCs	Local Ordinances	Establishes statewide limits on VOC emissions from adhesives, paints, sealants, and other coatings
	Capillary Break	No prescriptive method of compliance	Establishes minimum requirements for vapor barriers in slab on grade foundations
	Moisture Content	Current mill moisture levels for wall and floor beams is 15-20 percent	Moisture content must be verified prior to enclosure of wall or floor beams
	Whole House Fans	Not covered	Requires insulated louvers and closing mechanism when fan is off
	Bath Exhaust Fans	Not covered	Requires Energy Star compliance and humidistat control
	HVAC Design	Minimal requirements for heat loss, heat gain, and duct systems	Entire system must be designed in respects to the local climate
7	Installer Qualifications	HVAC installers need not be trained	HVAC installers must be trained or certified
	Inspectors	Training only required for structural materials	All inspectors must be trained

Source: HCD 2010

Water Conservation in Landscaping Act

Section 65591 of the Government Code requires all local jurisdictions to adopt a water efficient landscape ordinance. The ordinance is to address water conservation through appropriate use and grouping of plants based on environmental conditions, water budgeting to maximize irrigation efficiency, storm water retention, and automatic irrigation systems. Failure to adopt a water efficiency ordinance requires a local jurisdiction to enforce the provisions of the State's model water efficiency ordinance. In 2009, the Department of Water Resources (DWR) updated the Model Water Efficient Landscape Ordinance pursuant to amendments to the 1991 Act. These amendments and the new model ordinance went into effect on January 1, 2010. The amended Act is applicable to any new commercial, multi-family, industrial or tract home project containing 2,500 square feet (SF) or more of landscaping. Individual landscape projects of 5,000 SF or more on single-family properties will also be subject to the Act. All landscape plans are required to include calculations verifying conformance with the maximum applied water allowance and must be prepared and stamped by a licensed landscape architect.

Green Vernon

Vernon is committed to green energy and development. Listed below are ways the city is planning to achieve its goal of becoming a leader in environmentally responsible energy generation and environmentally sustainable city management.^x

- Vernon purchased 30,000 acres of property in Kern County for the development of wind and solar-generated electricity. The initial proposed wind energy project is expected to generate 175 megawatts of renewable energy.
- A climate action plan will be prepared to guide the City on how to take advantage of opportunities to reduce emissions of gases linked to climate change.
- The city has commissioned a study to create a Green Industrial Development Plan to establish a series of programs to enhance environmental sustainability and support economic vitality while protecting the health of its residents and workers and the residents in surrounding communities.

Threshold for Determining Significance

Air Quality

For the purpose of this EIR, a significant impact will occur if implementation of the updated General Plan and revised Zoning Ordinance will:

- A. Conflict with or obstruct implementation of the applicable air quality plan;

- B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- C. Result in a cumulatively considerable net increase of any criteria pollutant for which the program region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- D. Expose sensitive receptors to substantial pollutant concentrations; or
- E. Create objectionable odors affecting a substantial number of people.

Projects that exceed these thresholds are considered to have a significant adverse impact on air quality. The certified Program EIR determined that the General Plan Update would not conflict with or obstruct implementation of the applicable air quality plan and would not result in the creation of objectionable odors which would affect a substantial number of people. This determination is still applicable, and will not be analyzed further in this Supplemental EIR.

To determine if maximum daily criteria pollutant emissions from construction and operation of the proposed project are significant, the SCAQMD significance thresholds are used. These thresholds are identified in Table 4.1-7 (SCAQMD Maximum Daily Emissions Thresholds (lbs/day)).

Table 4.1-7
SCAQMD Maximum Daily Emissions Thresholds (lbs/day)

Pollutant	Construction	Operation
NO _x	100	55
VOC/ROG	75	55
PM ¹⁰	150	150
PM ^{2.5}	55	55
SO _x	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2012		

SCAQMD has also established thresholds for emissions of toxic air contaminants. Toxic air emissions from a project are considered potentially significant if maximum incremental cancer risk is greater than 10 persons in 1,000,000 (1E-05). Cancer risk is determined by calculating the annual average toxic concentration (µg/m³) and multiplying it by the unit risk factor (URF) for the toxic and the lifetime exposure adjustment (LEA) of the receptor. URF represents the estimated probability that a person will contract cancer as a result of inhalation of a toxic of 1 µg/m³ continuously over 70 years. Because some receptors are exposed to toxics for less than 70 years (i.e. off-site workers), the LEA adjusts the receptors

exposure to represent actual exposure time. The LEA for residential uses and other sensitive receptors is 1, representing an assumed exposure of 70 continuous years.

Acute and chronic non-cancer risks are considered significant if the project toxic air contaminant emissions result in a hazard index greater than or equal to 1. The hazard index is determined by calculating the average annual toxic concentration ($\mu\text{g}/\text{m}^3$) divided by the reference exposure level (REL) for a particular toxic. The REL is the concentration at which no adverse health impacts are anticipated and is established by OEHHA.

Greenhouse Gas Emissions

The proposed project could result in potentially significant impacts related to greenhouse gas emissions and global climate change if it would:

- A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- B. Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

As a policy document, the proposed General Plan update and revised Zoning Ordinance will not directly result in construction or operation of any development that contributes to climate change and associated impacts. However, implementation of the General Plan will guide future development that will generate greenhouse gases and will contribute to climate change. Future development projects will be required to determine if individually they exceed recognized or adopted thresholds that comply with adopted greenhouse gas reduction plans.

A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not been established by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change handbook, the City has opted to use a non-zero threshold approach based on Approach 2 of the handbook. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 10,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for industrial projects, 3,500 MTCO₂E for residential projects, 1,400 MTCO₂E for commercial projects, and 3,000 MTCO₂E for mixed use projects. This threshold is based on the review of 711 CEQA projects. These thresholds will be utilized for implementing development in the future in determining if emissions of greenhouse gases will be significant, until an officially adopted threshold is established and accepted by the City.



Environmental Impact

Impacts 4.1.A through 4.1.C Criteria Pollutants

With the exception of a limited number of vacant lots, Vernon is completely built out. New development will result from rebuilding activity and the replacement of older, less efficient buildings with more functional ones. The updated General Plan and revised Zoning Ordinance provide for Vernon to remain a primarily industrial city with limited housing. All new businesses established in the City over the lifetime of the General Plan update are anticipated to be similar to those which exist today. The proposed expanded Commercial Overlay District along Santa Fe Avenue, Pacific Boulevard, Atlantic Boulevard, and Slauson Avenue, and portions of Soto Street will allow for limited commercial uses. The proposed project will also establish and apply a new Truck and Freight Terminal Overlay. However, as indicated in the certified General Plan EIR, long-term implementation of the updated General Plan and revised Zoning Ordinance is anticipated to result in a decrease in overall building square footage citywide, by approximately 1.2 million square feet, as older buildings are replaced by structures that meet current City standards for off-street parking and loading and other development standards.

Air quality impacts for General Plan build out year 2030 were analyzed in the certified Program EIR using CARB's land use and air pollution emissions model (URBEMIS 2007). Compared to 2007 (baseline) conditions, the previous General Plan and Zoning Ordinance update resulted in a reduction of all pollutant and greenhouse gas emissions.

Since adoption of the certified Program EIR in 2007, the City of Vernon has adopted a Housing Element that identifies opportunities for housing in the City. Existing 2012 land use conditions will serve as the baseline, and year 2035 build out conditions based on the updated General Plan Land Use Plan, which includes the adopted Housing Element, will serve as the proposed project conditions. The analysis utilizes guidance provided in the South Coast Air Quality Management District (SCAQMD) 1993 California Environmental Quality Act (CEQA) Air Quality handbook as amended and supplemented. The California Emissions Estimator Model (CalEEMod) v 2013.2.2 was used to forecast emissions levels for baseline and project operational activity. Underlying land use designations for the City is Industrial. The implementation of zoning overlays will not affect this underlying land use designation. Therefore, CalEEMod was used to model air quality and greenhouse gas emissions for general light industrial use for the entire city minus rail and utility right-of-ways, streets, and vacant parcels during baseline conditions. Project build out conditions includes vacant parcels as future development is likely to occur.

Emissions Sources

The zoning overlay areas are intended to allow for more flexible, non-industrial land uses. As the built-out city redevelops, older industrial uses within each Overlay may be replaced by other uses. Default CalEEMod trip and emissions rates for uses

anticipated within each Overlay Zone are discussed below. The General Light Industry land use category is estimated to generate approximately 6.97 daily trips per 1,000 square feet and use 4.9 kWhr/square foot/year of Title-24 electricity energy intensity, 3.23 kWhr/square foot/year of nontitle 24 Electricity energy intensity, 7.04 kWhr/square foot/year lighting energy intensity, 1.21 KBTU/square foot/year Title-24 Gas Energy Intensity, and 0.49 KBTU/square foot/year of nontitle-24 Natural Gas Energy Intensity. Consumer products include cleaning supplies and aerosol products that emit volatile organic compounds (VOC). Use of consumer products is common in all settings.

Commercial Overlay Zones

The C-1 Overlay Zone identifies areas for the development of mercantile facilities including commercial, service, and business operations that are necessary to support industrial uses and serve existing on-site businesses and surrounding uses by improving access to a greater range of facilities and services. The C-2 Overlay Zone identifies areas for uses that may ordinarily conflict with the industrial character of the City. Commercial retail facilities within the C-2 Overlay Zone can provide for higher levels of intensity than those permitted in the C-1 Overlay Zone. Potential commercial land uses fall under CalEEMod's retail strip mall designation. Compared to the CalEEMod General Light Industry land use designation, retail strip malls have a higher trip rate of 44.32 daily trips per 1,000 square feet. Although the trip rate is higher, general light industrial uses will have a higher rate of heavy-duty and medium-duty trips. Retail strip malls also have a higher electricity and natural gas usage rate per square foot. According to CalEEMod, each square foot of retail strip mall space is estimated to use 4.9 KWhr/year of Title-24 electricity energy intensity, 3.23 KWhr/year of nontitle-24 electricity energy intensity, 7.04 KWhr/year of lighting energy intensity, 1.21 KBTU/year Title-24 natural gas energy intensity, and 0.49 KWhr/year nontitle-24 natural gas energy intensity.

Housing Overlay Zone

The Housing Overlay Zone will allow for limited residential development in Vernon. It is assumed that housing will be multi-family. The CalEEMod default trip rate for mid-rise apartments is 6.59 daily trips per dwelling unit, less than per 1,000 square foot of light industrial. Each dwelling unit is also estimated to use approximately 267.12 KWhr/year of Title-24 electricity energy intensity, 2,553.86 KWhr/year of nontitle-24 electricity energy intensity, 741.44 KWhr/year of lighting energy intensity, 5,523.82 KBTU/year of Title-24 natural gas energy intensity, and 1,662 KWhr/year of nontitle-24 natural gas energy intensity. The size of each dwelling unit varies and is not comparable to an industrial use due to the difference in equipment, appliances used.

Emergency Shelter Overlay Zone

The Emergency Shelter Overlay Zone is intended to allow the development of a shelter to the homeless. It is anticipated that the only vehicle trips to the facility will be limited to the on-site manager, employees, and volunteers. Energy consumption will be similar to that of multi-family residential units and is not comparable to industrial use.

Rendering and Slaughtering Overlay Zones

The Rendering and Slaughtering Overlay Zones are intended to support the processing of animal products into useful, value-added materials. The rendering and slaughtering use falls under the CalEEMod manufacturing land use category and will generate approximately 3.82 daily trips per 1,000 square feet, less than that of light industrial use. Each square foot of manufacturing use is estimated to use the same amount of electricity and natural gas as general light industry.

Truck and Freight Terminal Overlay Zone

Truck and freight uses fall under the CalEEMod unrefrigerated warehouse (no rail) category. Warehouse land uses are anticipated to generate approximately 2.59 daily trips per 1,000 square feet, less than light industrial use. Each square foot of warehouse use is estimated to use less electricity and natural gas as light industrial use, using 0.79 KWhr/year of Title-24 electricity energy intensity, 1.34 KWhr/year of nontitle-24 electricity energy intensity, 2.23 KWhr/year of lighting energy intensity, 0.88 KBTU/year of Title-24 natural gas energy intensity, and 0.03 KBTU/year of nontitle-24 natural gas energy intensity.

The underlying land use designations of the city remain industrial. The Overlay Zones merely provide opportunities for more flexible uses as the city evolves, and does not change the underlying land use. No specific uses are being authorized at this time. The type and scale of each proposed development project will have an effect on air quality impacts and will be determined on a project by project basis.

AQMP Consistency and Pollutant Emissions

A significant impact could occur if the proposed project conflicts with or obstructs the implementation of the current SCAQMD AQMP. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards.

As a policy document, no development is authorized or will directly occur from the adoption of the General Plan update. However, development will occur within the planning area as guided by the policies of the General Plan. Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting/coating activities. Emissions will occur from use of construction equipment, worker, vendor, and hauling trips, and disturbance of on-site soils (fugitive dust). Long-term criteria air pollutant emissions will result from the operation of potential development. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from future development.

As indicated in the Initial Study for the certified General Plan EIR, the General Plan Resources Element includes the following policies that ensure compliance with the AQMP. The Resources Element ensures that land use decisions implement and comply with federal, state, and local regulations pertaining to air quality. The

policies of the Resources Element remain applicable and continued implementation would provide for continued compliance with SCAQMD regulations. The underlying land use designations of the city remain industrial, as was analyzed in the previous General Plan EIR. The proposed Overlay Zones merely provide opportunities for more flexible uses as the city evolves, and does not change the underlying land use or intent of the General Plan to support primarily industrial uses in the city. Therefore, compliance with SCAQMD regulations is consistent with the findings of the certified General Plan EIR and no additional impacts will result.

GOAL R-2

Contribute to the continued gradual improvement of air quality in the South Coast Air Basin.

POLICY R-2.1: Coordinate and cooperate with the South Coast Air Quality Management District and Southern California Association of Governments in efforts to implement the regional Air Quality Management Plan.

POLICY R-2.2: Encourage and facilitate the use of public transportation to reduce emissions associated with automobile use.

POLICY R-2.3: Continue to expand the number of City-owned alternative fuels vehicles, hybrid vehicles, and other energy-efficient vehicles as they may be available.

POLICY R-2.4: Encourage the use of clean, efficient, state-of-the-art natural gas power plants.

Using CalEEMod, long-term emissions from the planning area were modeled. Table 4.1-8 (Existing 2012 Total Daily Emissions (lbs/day)) summarizes the current operational daily emissions based on all general light industrial use in the city excluding approximately vacant parcels. Table 4.1-9 (2035 General Plan Buildout Total Daily Emissions (lbs/day)) summarizes the total operational daily emissions for General Plan Buildout year 2035 reflecting complete industrial use include the currently vacant parcels. These represent a worst-case scenario based on complete industrial buildout based on General Plan land use policy. Table 4.1-10 (Net Daily Emissions (lbs/day)) summarizes the change in daily emissions from the existing 2012 baseline year to buildout year 2035.



**Table 4.1-8
Existing 2012 Total Daily Emissions (lbs/day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>Summer</i>						
Area	2,977.60	0.12	12.15	0.0009	0.04	0.04
Energy	63.26	575.07	483.06	3.45	43.71	43.71
Mobile	3,992.54	13,111.85	53,171.59	109.64	212.93	195.52
Summer Total	7,033.40	13,687.04	53,667.80	113.09	256.68	239.27
<i>Winter</i>						
Area	2,977.60	0.12	12.15	0.00087	0.04	0.04
Energy	63.26	575.07	483.06	3.45	43.71	43.71
Mobile	4,116.64	13,828.83	51,193.08	104.07	213.95	196.46
Winter Total	7,157.50	14,404.03	51,688.29	107.52	257.70	240.21

**Table 4.1-9
2035 General Plan Buildout Total Daily Emissions (lbs/day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>Summer</i>						
Area	3,162.03	0.11	12.27	0.00092	0.04	0.04
Energy	67.18	610.73	513.01	3.66	46.42	46.42
Mobile	1,857.18	5,226.49	23,937.84	122.42	159.88	147.51
Summer Total	5,086.38	5,837.32	24,463.12	126.08	206.34	193.97
<i>Winter</i>						
Area	3,162.03	0.11	12.27	0.00092	0.04	0.04
Energy	67.18	610.73	513.01	3.66	46.42	46.42
Mobile	1,897.96	5,470.36	23,399.86	116.32	160.25	147.86
Winter Total	5,127.16	6,081.19	23,925.14	119.99	206.71	194.32



**Table 4.1-10
Net Daily Emissions (lbs/day)**

Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
<i>Summer</i>						
Existing	7,033.40	13,687.04	53,667.80	113.09	256.68	239.27
Proposed	5,086.38	5,837.32	24,463.12	126.08	206.34	193.97
Net Emissions	-1,947.02	-7,849.72	-29,204.68	+12.99	-50.34	-45.30
Percent Change	-27.68	-57.35	-54.42	+11.49	-19.61	-18.93
<i>Winter</i>						
Existing	7,157.50	14,404.03	51,688.29	107.52	257.70	240.21
Proposed	5,127.16	6,081.19	23,925.14	119.99	206.71	194.32
Net Emissions	-2,030.34	-8,322.84	-27,763.15	+12.47	-50.99	-45.89
Percent Change	-28.37	-57.78	-53.71	+11.60	-19.79	-19.10

Based on modeling data, total emissions from total General Plan buildout would on average reduce reactive organic gases (volatile organic compounds) (ROG/VOC) by 27.68 percent in the summer and 28.37 percent in the winter, oxides of nitrogen (NO_x) by 57.35 percent in the summer and 57.78 percent in the winter, carbon monoxide (CO) by 54.42 percent in the summer and 53.71 percent in the winter, coarse particulate matter (PM₁₀) by 19.61 percent in the summer and 19.79 percent in the winter, and fine particulate matter (PM_{2.5}) daily by 18.93 percent in the summer and 19.10 percent in the winter. Sulfur Dioxide (SO₂) is projected to increase by 11.49 percent in the summer and 11.60 percent in the winter; however these increases are nominal and will not exceed the emission threshold. The reduction in total emissions is consistent with the findings of the certified General Plan EIR and impacts will remain less than significant.

Impact 4.1.D

Expose sensitive receptors to substantial pollutant concentrations

The proposed General Plan update and revised Zoning Ordinance would not authorize any specific construction; however, future development projects constructed pursuant to General Plan land use policies could potentially expose sensitive receptors to temporary, localized pollutant concentrations in excess of air quality standards, even if the broader region is in attainment. Examples include emissions of fugitive dust and vehicle and machinery exhaust during large-scale grading activities and roadway construction. Under limited circumstances, large-scale construction activities could result in emissions of fugitive dust, nitrogen oxides, and other criteria pollutants that could exceed SCAQMD daily thresholds of significance and thereby could result in a significant impact. Emissions of fugitive dust near sensitive receptors are a primary concern because, unlike gaseous pollutants that quickly rise and affect the upper atmosphere, particulate matter tends to remain close to the ground.

Future construction activities will be subject to routine control measures as required by SCAQMD (Rules 402, 403, 1108, and 1113). It should be noted that SCAQMD guidance indicates that analysis of localized criteria pollutant impacts is voluntary; therefore, future construction projects will be assessed for localized criteria pollutant impacts on a case-by-case basis under the purview of the City. Impacts related to local criteria pollutant emissions will not be significant with implementation of existing regulations and the General Plan policies.

According to the Air Quality and Land Use Handbook, ARB recommends that sensitive land uses not be located within 500 feet of highways or major arterials having average annual daily traffic (AADT) that exceeds 100,000 vehicles. This is due to the concentration of pollutants that accumulate in this proximity to freeways and other major arterials. No non-freeway roadways within the planning area either currently or over the long term are projected to have an AADT that exceeds 100,000 vehicles. Interstate 10 and Interstate 215 currently and will likely continue to both have an AADT that exceeds 100,000. Based on ARB guidelines, a significant impact could occur if the General Plan would permit new residential or other sensitive uses within 500 feet of I-710, I-5, or US-101.

Today, residential land uses do not exist within 500 feet of I-710, I-5, or US-101. Therefore; significant impacts to residents from heavy traffic roadway criteria pollutants would not occur.

Toxic Air Contaminants

Some industrial land uses have the potential to generate substantial toxic air contaminant (TAC) concentrations that could adversely affect sensitive receptors. Such emissions could be produced by a variety of interior processes and outdoor activities that generate emissions of TACs. TACs are air pollutants that may cause or contribute to an increase in deaths or serious illnesses or that may pose a present or potential hazard to human health. Unlike criteria pollutants, there are no levels of exposure to TACs that do not produce adverse health effects. The Tanner Bill requires implementation of risk reduction measures for toxic contaminant releases with cancer risks that are equal to or greater than 25 per million and the SCAQMD has established a TAC emissions cancer risk threshold of equal to or greater than ten per million. For example, common facilities within the District that have a cancer risk of approximately ten per million include forges, refineries, fuel distribution and storage facilities, and heavy plating facilities. Common facilities with a cancer risk of approximately 25 per million or more include aircraft manufacturing, large plating and machining facilities, and chemical manufacturing.

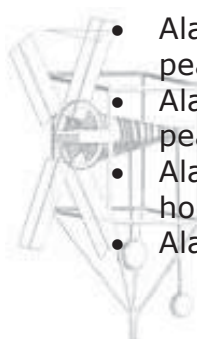
The proposed General Plan and Zoning Ordinance update includes the expansion of commercial and trucking uses and the addition of housing and emergency shelter overlays. Future uses that may be developed within the designated commercial and trucking areas could result in emissions of a variety of toxic air contaminants.

ARB research has documented increased potential health risks for sensitive receptors as the distance to sources of hazardous emissions is reduced. Based on these findings, they have developed guidelines to assist local government agencies in siting new land uses that could be occupied by “sensitive individuals” at a safe distance from such sources. Sensitive individuals refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals and residential communities (also known as sensitive sites or sensitive land uses).

Since existing and planned industrial land uses that exist make up a majority of the planning area, the City may be affected by any potential substantial industrial emission source that currently exists or may be developed in the future regardless of wind direction. Actual levels of risk can only be determined through site-specific analysis and specialized air pollutant modeling, based on an actual relationship between an industrial emission source and a specific residential site. Such assessments might determine that there are less than significant health risks, or that there could be some significant level of exposure to pollutants that need to be mitigated through siting, site design, or operational restrictions. With implementation of existing regulations that regulate and monitor toxic emitters, potential health impacts to sensitive receptors due to exposure to toxic air contaminants will be less than significant.

Carbon Monoxide Hotspots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analysis of CO hotspots when a project increases the number of vehicles operating in cold start mode by more than two percent, increases traffic volumes by more than five percent, or worsens average traffic speeds. In addition, CO hotspots are typically associated with intersections with lower ratings of Level of Services (LOS), such as LOS E or F, which indicate high congestion and high amounts of idling vehicles that have the potential to generate a CO hotspot. The following intersections operate at LOS E or F under current General Plan 2030 Conditions without improvements which was analyzed in the certified Program EIR:

- 
- Alameda Street at Vernon Avenue – West (LOS F in morning and evening peak hours)
 - Alameda Street at Vernon Avenue – East (LOS F in morning and evening peak hours)
 - Alameda Street at 55th Street – West (LOS F in morning and evening peak hours)
 - Alameda Street at 55th Street – East (LOS F in evening peak hour)

- Santa Fe Avenue at 25th/26th Street (LOS E in morning and LOS F in evening peak hours)
- Santa Fe Avenue at 38th Street (LOS F in morning and evening peak hours)
- Santa Fe Avenue at Vernon Avenue (LOS F in morning and evening peak hours)
- Santa Fe Avenue at Vernon Avenue/Pacific Boulevard (LOS F in morning and evening peak hours)
- Soto Street at 26th Street (LOS F in morning and evening peak hours)
- Soto Street at Bandini Boulevard (LOS F in morning and evening peak hours)
- Soto Street at Vernon Avenue (LOS E in morning and LOS F in evening peak hours)
- Soto Street at Leonis Boulevard (LOS E in morning peak hour)
- Soto Street at Fruitland Avenue (LOS E in evening peak hour)
- Boyle Avenue at Slauson Avenue (LOS F in morning and evening peak hours)
- Downey Road at Washington Boulevard (LOS E in morning and LOS F in evening peak hours)
- Downey Road at Bandini Boulevard (LOS E in morning and LOS F in evening peak hour)
- Downey Road at Slauson Avenue (LOS F in morning and evening peak hours)
- Atlantic Boulevard at Bandini Boulevard (LOS F in morning and evening peak hours)
- Atlantic Boulevard at District Boulevard (LOS E in morning and LOS F in evening peak hours)

The following intersections are anticipated to operate at LOS E or F in either or both of the morning or evening peak hours with the proposed General Plan update and revised Zoning Ordinance without improvements.

- Alameda Street at Vernon Avenue – West (LOS F in morning and evening peak hours)
- Alameda Street at Vernon Avenue – East (LOS F in morning and evening peak hours)
- Alameda Street at 55th Street – West (LOS F in morning and evening peak hours)
- Alameda Street at 55th Street – East (LOS F in evening peak hour)
- Santa Fe Avenue at 25th/26th Street (LOS E in morning and LOS F in evening peak hours)
- Santa Fe Avenue at 38th Street (LOS F in morning and evening peak hours)
- Santa Fe Avenue at Vernon Avenue (LOS F in morning and evening peak hours)
- Santa Fe Avenue at Vernon Avenue/Pacific Boulevard (LOS F in morning and evening peak hours)
- Soto Street at 26th Street (LOS F in morning and evening peak hours)
- Soto Street at Bandini Boulevard (LOS F in morning and evening peak hours)
- Soto Street at Vernon Avenue (LOS E in morning and LOS F in evening peak hours)
- Soto Street at Leonis Boulevard (LOS E in morning peak hour)
- Soto Street at Fruitland Avenue (LOS E in evening peak hour)

- Boyle Avenue at Slauson Avenue (LOS F in morning and evening peak hours)
- Downey Road at Washington Boulevard (LOS E in morning and LOS F in evening peak hours)
- Downey Road at Bandini Boulevard (LOS F in morning and evening peak hours)
- Downey Road at Slauson Avenue (LOS F in morning and evening peak hours)
- Atlantic Boulevard at Bandini Boulevard (LOS F in morning and evening peak hours)
- Atlantic Boulevard at District Boulevard (LOS E in morning and LOS F in evening peak hours)

All intersections determined to operate at LOS E or F in the certified Program EIR still operate at the same LOS except for one. Downey Road at Bandini Boulevard was projected to operate at LOS E in the morning peak hour in the certified Program EIR. With the proposed General Plan update and the revised Zoning Ordinance, Downey Road at Bandini Boulevard is projected to operate at LOS F in the morning peak hour. As discussed in the traffic analysis prepared by Kunzman Associates, the above intersections are not significantly impacted by the proposed General Plan update and revised Zoning Ordinance.

Future development projects will be screened and analyzed pursuant to the CO Protocol to determine if a CO hotspot may occur at congested intersections. Mitigation may be required, if necessary, to alleviate traffic congestion and minimize the hotspot potential. Other mitigation could include operational restrictions on future development.

Greenhouse Gases

Greenhouse gas emissions were analyzed in the Program EIR and found to reduce with implementation of the 2030 General Plan. As noted in the air quality analysis above, the Program EIR analyzed a baseline year of 2007 and proposed General Plan build out year 2030.

The analysis reflects the change in GHG emissions from existing 2012 baseline conditions and the proposed 2035 General Plan buildout. The analysis utilizes guidance provided in the South Coast Air Quality Management District (SCAQMD) 1993 California Environmental Quality Act (CEQA) Air Quality handbook as amended and supplemented. The California Emissions Estimator Model (CalEEMod) v 2013.2.2 was used to forecast emissions levels for baseline and project operational activity. CalEEMod default rates for general light industrial use were used to model air quality and greenhouse gas emissions with the exception of vehicle fleet mix. The recommended fleet mix (78.6 percent passenger cars, 8 percent light-duty trucks, 3.9 percent medium heavy-duty trucks, and 9.5 percent heavy heavy-duty trucks) in the Fontana Truck Trip Study was used.^{xi}

Development that occurs as a result of the implementation of the proposed General Plan and zoning ordinance update will include activities that emit greenhouse gas emissions over the short and long term. While one project could not be said to

cause global climate change, individual projects contribute cumulatively to greenhouse gas emissions that result in climate change. Individual projects will have prepared a greenhouse gas emissions inventory, to determine if individual projects exceed applicable screening or impact thresholds and would thus potentially contribute substantially to climate change and associated impacts. A summary of short- and long-term emissions and the analysis for each are included below.

Short-Term Emissions

Future development projects will result in short-term greenhouse gas emissions from construction. Greenhouse gas emissions will be released by equipment used for demolition, grading, paving, and other building construction activities. GHG emissions will also result from worker and vendor trips to and from project sites and from demolition and soil hauling trips. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory.

Typically, construction-related GHG emissions contribute unsubstantially (less than one percent) to a project's annual greenhouse gas emissions inventory and mitigation is not effective in reducing a project's overall contribution to climate change. Implementation of AB32 and SB375 through California Air Resources Board's (ARB) Scoping Plan and SCAG's RTP/SCS are designed to achieve the required reduction in greenhouse gas emissions. Analysis of the General Plan's non-interference and support of these plans is presented below. With implementation of existing policies and regulations, short-term climate change impacts due to future construction activities will not be significant.

Long-Term Emissions

Future development projects will result in continuous GHG emissions from mobile, area, and operational sources. Mobile sources, including vehicle trips to and from development projects, will result primarily in emissions of CO₂, with minor emissions of CH₄ and N₂O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by future development and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO₂ emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for typical development projects.

Table 4.1-11 (Existing 2012 Land Use Baseline Greenhouse Gas Emissions) summarizes current operational annual greenhouse gas emissions for an entirely light industrial city except the vacant parcels. Table 4.1-12 (2035 General Plan Buildout Total Greenhouse Gas Emissions) summarizes the anticipated total

operational annual GHG emissions based on light industrial buildout of the City including the vacant parcels. This represents a worst-case complete build-out pursuant to the General Plan based on the proposed land use plan. Table 4.1-13 (Net Greenhouse Gas Emissions) summarizes net annual greenhouse gas emissions. As shown in Table 4.1-13, total greenhouse gas emissions will decrease with implementation of the proposed project.

Table 4.1-11
Existing 2012 Land Use Baseline Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Area	2.82	0.008	0.00	3.00
Energy	506,746.38	20.23	5.83	508,977.73
Mobile	1,217,929.89	55.37	0.00	1,219,092.58
Waste	28,649.99	1,693.17	0.00	64,206.49
Water	106,428.56	862.19	21.18	131,101.73
Total	1,859,757.65	2,630.96	27.01	1,923,381.54

Table 4.1-12
2035 General Plan Buildout Total Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Area	3.00	0.008	0.00	3.16
Energy	538,163.49	21.49	6.19	540,533.18
Mobile	1,049,535.68	27.08	0.00	1,050,104.35
Waste	30,426.31	1,798.14	0.00	68,187.32
Water	113,027.17	915.65	22.50	139,230.08
Total	1,731,155.64	2,762.36	28.69	1,798,058.09

Table 4.1-13
Net Greenhouse Gas Emissions

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Existing	1,859,757.65	2,630.96	27.01	1,923,381.54
Proposed	1,731,155.64	2,762.36	28.69	1,798,058.09
Net Emissions	-128,602.01	-131.40	-1.68	-125,323.45

California Air Resources Board Scoping Plan (AB32)

CARB's Scoping Plan identifies strategies to reduce California's greenhouse gas emissions in support of AB32. Many of the strategies identified in the Scoping Plan are not applicable at the General Plan or project-level, such as long-term technological improvements to reduce emissions from vehicles. Some measures are applicable and supported by the project. Finally, while some measures are not

directly applicable, the project would not conflict with their implementation. Reduction measures are grouped into 18 action categories, as follows:

- 1. California Cap-and-Trade Program Linked to Western Climate Initiative Partner Jurisdictions.** Implement a broad-based California cap-and-trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms. These programs involve capping emissions from electricity generation, industrial facilities, and broad scoped fuels. The City of Vernon has 150 qualifying heavy industrial facilities that are be subject to these state requirements, and the proposed General Plan and zoning ordinance Update would not interfere with their implementation.
- 2. California Light-Duty Vehicle Greenhouse Gas Standards.** Implement adopted Pavley standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals. This is not applicable as this is a statewide measure establishing vehicle emissions standards.
- 3. Energy Efficiency.** Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities). The General Plan promotes energy efficient building design, as well as implementation of existing building and other codes regulating minimum energy, and water efficiency consistent with 2011 CALGREEN requirements and would thus be consistent and not interfere with this program.
- 4. Renewables Portfolio Standards.** Achieve 33 percent renewable energy mix statewide by 2020. This establishes the minimum statewide renewable energy mix and is not applicable at a City level or below for implementation. The proposed General Plan and zoning ordinance update would not interfere with the implementation of this program.
- 5. Low Carbon Fuel Standard.** Develop and adopt the Low Carbon Fuel Standard. This is not applicable to a City as this establishes reduced carbon intensity of transportation fuels.
- 6. Regional Transportation-Related Greenhouse Gas Targets.** Develop regional greenhouse gas emissions reduction targets for passenger vehicles. As is detailed following, the proposed General Plan and zoning ordinance update would potentially conflict with and would not support the implementation of SCAG's RTP/SCS to achieve the required GHG reduction goals by 2020 and 2035 based on an inconsistency with growth projections.

The proposed General Plan and zoning ordinance update includes policies to reduce vehicle miles traveled by encouraging alternative modes of transportation.

- 7. Vehicle Efficiency Measures.** Implement light-duty vehicle efficiency measures. This is not applicable to a City as this identifies measures such as minimum tire-fuel efficiency, lower friction oil, and reduction in air conditioning use.
- 8. Goods Movement.** Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities. Identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While the proposed General Plan and zoning ordinance update may result in facilities such as distribution warehouses that are associated with goods movement, these measures are yet to be implemented and will be voluntary. The proposed General Plan and zoning ordinance update would not interfere with their eventual implementation.
- 9. Million Solar Roofs Program.** Install 3,000 megawatts of solar-electric capacity under California's existing solar programs. Sets goal for use of solar systems throughout the state. The proposed General Plan and zoning ordinance update would not interfere with but instead would directly support installation of alternative energy sources through its policies and programs.
- 10. Medium- and Heavy-Duty Vehicles.** Adopt medium-duty (MD) and heavy-duty (HD) vehicle efficiencies. Aerodynamic efficiency measures for HD trucks pulling trailers 53-feet or longer that include improvements in trailer aerodynamics and use of rolling resistance tires were adopted in 2008 and went into effect in 2010. Future, yet to be determined improvements, includes hybridization of MD and HD trucks. The proposed General Plan and zoning ordinance update may result in development of industrial uses that utilize large MD and HD truck fleets. These potential future developments would be required to have their fleet equipment be consistent with the current applicable efficiency measures at the time of operation. The proposed General Plan and zoning ordinance update would not interfere with implementation of this program.
- 11. Industrial Emissions.** Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits. Reduce greenhouse gas emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries. These measures are applicable to large industrial facilities (> 500,000 MTCO₂E/YR) and other intensive uses such as refineries. If a qualifying heavy industrial facility would be located in the City, it would be subject to these state

requirements; the proposed General Plan and zoning ordinance update would not interfere with their implementation.

- 12. High Speed Rail.** Support implementation of a high speed rail system. The proposed General Plan and zoning ordinance update would not interfere with implementation of this program.
- 13. Green Building Strategy.** Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The General Plan promotes energy efficient building design as well as implementation of existing building and other codes regulating minimum energy, and water efficiency consistent with 2011 CALGREEN requirements and would thus be consistent and not interfere with this program.
- 14. High Global Warming Potential Gases.** Adopt measures to reduce high global warming potential gases. The proposed General Plan and zoning ordinance update would not directly result in generation of high global warming potential gases, and would not interfere with implementation of any future changes in air conditioning, fire protection suppressant, and other emission requirements.
- 15. Recycling and Waste.** Reduce methane emissions at landfills. Increase waste diversion, composting and other beneficial uses of organic materials, and mandate commercial recycling to move toward zero-waste. The proposed General Plan and zoning ordinance update is consistent since implementing development will be required to recycle a minimum of 50 percent from construction activities and warehouse operations per state requirements.
- 16. Sustainable Forests.** Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation. The 2020 target for carbon sequestration is 5 million MTCO₂E/YR. This is not applicable as the City does not contain any areas defined as forest.
- 17. Water.** Continue efficiency programs and use cleaner energy sources to move and treat water. The proposed General Plan and zoning ordinance update is consistent since implementing development will include use of low-flow fixtures and water efficient landscaping per state requirements.
- 18. Agriculture.** In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020. The proposed General Plan and zoning ordinance update does not contain any agricultural land use designations, and any policies related to agriculture land uses would not be applicable.

As summarized above, the proposed General Plan and zoning ordinance update would not conflict with any of the other provisions of the Scoping Plan. The proposed General Plan and zoning ordinance update in fact supports four of the

action categories through energy efficiency, green building, and water conservation through these proposed and current policies:

GOAL R-1

Conserve and protect the region's water and energy resources.

POLICY R-1.1: Encourage water conservation and the use of recycled water in new developments and by all industries.

POLICY R-1.2: Support the use of energy-saving designs and equipment in all new development and reconstruction projects.

Consistency with Applicable Plans, Policies, or Regulations

The underlying land use designations of the city will remain industrial as analyzed in the certified General Plan EIR. The proposed Overlay Zones merely provide opportunities for more flexible uses as the city evolves, and does not change the underlying land use or intent of the General Plan. As the underlying land use designation remains industrial and has not changed, the proposed project will remain consistent with regional plans, including efforts to reduce regional and statewide greenhouse gas emissions considering current land use plans are considered during preparation of regional plans such as the RTP/SCS. In addition, as discussed above, total greenhouse gas emissions would decrease with implementation of the proposed project. Therefore, compliance with SCAQMD regulations is consistent with the findings of the certified General Plan EIR and no additional impacts will result.

Mitigation Measures

Impact will be less than significant at the programmatic level and no mitigation is required.

References

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- ⁱ Data are measured at SCAQMD monitoring station 087, Central Los Angeles, located at 1630 N. Main Street, Building 3, Los Angeles, California
 - ⁱⁱ California Natural Resources Agency. 2009 California Climate Adaptation Strategy
 - ⁱⁱⁱ Global warming potential (GWP) is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming. It is a relative scale which compares the gas being measured to carbon dioxide (whose GWP is by definition 1). GWP is based on a number of factors, including the heat-absorbing ability of each gas and the decay rate of each gas relative to that of carbon dioxide. The higher the GWP, the more impact the gas has on global warming. The GWP measures in this report are based on a 100-year time horizon
 - ^{iv} California Air Resources Board. Climate Change Scoping Plan. December 2008
 - ^v California Air Resources Board. AB 32 Climate Change, Scoping Plan Progress Report. September 2010
 - ^{vi} California Air Resources Board. Cap-and-Trade. <http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm> [June 2013]

- vii California Climate Action Team. Biennial Report. April 2010
- viii Southern California Association of Governments. Senate Bill 3.75 Fact Sheet. http://www.scag.ca.gov/factsheets/pdf/2009/SCAG_SB375_Factsheet.pdf [June 2013]
- ix California Building Standards Commission. California Code of Regulations Title 24. California Green Building Standards Code. 2010
- x City of Vernon. Green Vernon. <http://cityofvernon.org/green-vernon>. June 2013
- xi Transportation Engineering and Planning, Inc. City of Fontana Truck Trip Generation Study. August 2003.



Hazards and Hazardous Materials 4.2

This section of the Supplemental EIR examines potential impacts associated with the continued presence of hazardous materials in Vernon, and whether any existing hazardous materials sites pose any potentially significant impacts to future development permitted due to changes to the General Plan and the Zoning Code and associated changes to the certified Program EIR. The Initial Study (Appendix A) indicated that potential impacts relative to airports, emergency response, and wildfires are less than significant.

Environmental Setting

As an exclusively industrial city, Vernon is home to many businesses that use, manufacture, store, recycle, and transport hazardous materials. According to the Los Angeles County Fire Department, the term “hazardous materials” includes any material labeled as toxic, poisonous, corrosive, flammable, combustible, or as an irritant.ⁱ

Monitoring Hazardous Materials in Vernon

The certified Program EIR summarizes Vernon Environmental Health Department procedures and responsibilities related to hazardous materials. Health Department staff determines whether hazardous materials are to be stored on site and takes the appropriate measures if applicable. The Department also conducts annual inspections to ensure that businesses are complying with their permit terms and requires these businesses to place visible placards identifying categories of materials stored.

Environmental Health Department and Fire Department

The Environmental Health Department operates several programs to guard against the public health risks associated with the use, manufacture, and storing of hazardous materials by businesses in Vernon as identified in the Program EIR. In addition, the Vernon Fire Department maintains four stations in the City with equipment and staffing as identified in the Program EIR.

Regulatory Framework

Regulatory framework was discussed in the certified Program EIR. The following includes additional background and regulatory information relevant to the Planning Area.

Known Hazardous Wastes and Substances Sites

The State of California Department of Toxic Substances Control (DTSC) maintains a list of known hazardous wastes and hazardous substances sites throughout the state. This list, commonly referred to as the Cortese List, documents ongoing actions to remediate contaminated sites. According to the version of the list posted on DTSC’s website when the certified Program EIR was prepared in 2007, two sites in Vernon were identified as known hazardous wastes and substances sites. As of

May 2014, six sites in Vernon were identified as known hazardous wastes and substances sites subject to remediation, with the following status:ⁱⁱ

**Table 4.2-5
Cortese List Sites**

Name	Location	Site Type	Status
ADD	2306 E. 38 th Str.	Hazardous Waste - RCRA	Undergoing Closure
California Environmental Services	3691 Bandini Blvd.	Hazardous Waste - RCRA	Closed
ChemClear of Los Angeles	3165 E. Slauson Avenue	Hazardous Waste - RCRA	Closed
D/K Environmental	3650 E. 26 th Street	Hazardous Waste - RCRA	Operating Permit
DC Industrial Services	4626 E. 48 th Street	Hazardous Waste	Protective Filer
Exide Technologies	2700 S. Indiana Street	Hazardous Waste - RCRA	Interim Operating Permit

CERCLIS and the National Priorities List

The EPA also maintains the CERCLIS Comprehensive Environmental Response Compensation and Liability Information System list. This list contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money. The HRS uses a structured analysis approach to scoring sites. This approach assigns numerical values to factors that relate to risk based on conditions at the site. The factors are grouped into three categories:

- likelihood that a site has released or has the potential to release hazardous substances into the environment;
- characteristics of the waste (e.g. toxicity and waste quantity); and
- people or sensitive environments (targets) affected by the release.

Four pathways can be scored under the HRS:

- ground water migration (drinking water);
- surface water migration (drinking water, human food chain, sensitive environments);
- soil exposure (resident population, nearby population, sensitive environments); and
- air migration (population, sensitive environments).

After scores are calculated for one or more pathways, they are combined using a root-mean-square equation to determine the overall site score. Listing on the NPL makes a site eligible for funding of long-term site remediation. The U.S.

Environmental Protection Agency (USEPA) is responsible for identifying and pursuing remediation of highly contaminated hazardous waste sites. Under the authority of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA, and also referred to as Superfund), the USEPA investigates abandoned hazardous waste sites, pursues appropriate clean up, and compels responsible parties to perform clean ups or reimburse the government for EPA-led remediation. The Program EIR identified five sites that were considered for the USEPA's Superfund National Priorities List but not added. As of June 2013, six sites in Vernon were referenced on the USEPA's Superfund National Priorities List (NPL) website are as follows:ⁱⁱⁱ

**Table 4.2-6
Listed CERCLA Sites**

Name	NPL (National Priorities List) Status
ADD Truck Site	Non-NPL
ADD Facility Site	Non-NPL
Modern Pattern and Foundry Co., Inc.	Non-NPL
NI Industries	Non-NPL
Stauffer Chemical Company	Non-NPL
Globe Union Incorporated	Non-NPL

The Non-NPL status indicates that the sites were investigated for placement on the National Priorities List of the most hazardous sites identified for long-term clean up, but did not warrant such listing.

RCRA and Hazardous Waste Generators

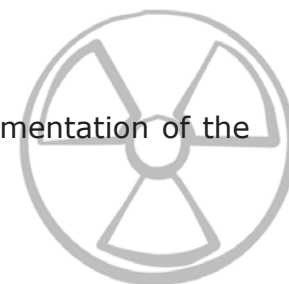
The Resources Conservation and Recovery Act (RCRA) is a federal law that regulates the generation, management, and transportation of waste material. Hazardous waste management, specifically, including the following:

- *Treatment:* Any process that changes the physical or chemical composition of the waste to make it less harmful to the environment.
- *Storage:* The holding of hazardous waste for a temporary period of time.
- *Disposal:* The permanent final location of the hazardous waste into or on the land.

RCRA approaches hazardous wastes from a cradle-to-grave approach, meaning that all hazardous wastes are tracked and strictly regulated from generation to disposal. Hazardous waste generators are required to report use or transport of hazardous wastes to the EPA

Thresholds for Determining Significance

For the purpose of this EIR, a significant impact will occur if implementation of the updated General Plan and revised Zoning Ordinance would:



- A. Create a significant hazard to the public or the environment through the routine transportation, use, or disposal of hazardous materials;
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; and/or
- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

Environmental Impact

Impacts 4.2.A and 4.2.B

Use, Transport, and Disposal of Hazardous Materials and Wastes

With the exception of a limited number of vacant lots, Vernon is completely built out. Virtually all existing development consists of industrial businesses. According to City of Vernon Environmental Health Department staff, in any one year, between 40 and 60 percent of all businesses in Vernon either store, use, or manufacture hazardous materials to the extent that a City hazardous materials permit is required.

The updated General Plan and revised Zoning Ordinance provide for Vernon to remain a primarily industrial city with limited housing. All new businesses established in the City over the lifetime of the General Plan update are anticipated to be similar to those which exist today. The proposed expanded Commercial Overlay District along Santa Fe Avenue, Pacific Boulevard, Atlantic Boulevard, and Slauson Avenue, and portions of Soto Street will allow for limited commercial uses. If these areas begin to transition into commercial areas, the use, transport, and disposal in the area would likely reduce because commercial uses generally use few and less hazardous materials than industrial uses, thus reducing potential impacts when compared to those analyzed in the certified Program EIR. In general, however, the types and mix of uses will remain relatively the same in the Planning Area as those anticipated under the certified Program EIR. The proposed project will also establish and apply a new Truck and Freight Terminal Overlay. The Truck and Freight Terminal Overlay is designed to focus truck and freight terminals into areas to minimize impacts on other uses. Typical freight terminals distribute consumer goods and would not increase the amount of hazardous materials transported beyond those supported by the broader Industrial land use designation or the General Industrial (I) zoning district analyzed in the certified Program EIR. Truck terminals are utilized for the storage, maintenance, repair, and/or servicing of heavy-duty vehicles such as trucks and buses. Hazardous materials associated with these operations are common, such as motor oil, diesel fuel, and other

automotive chemicals and will not be outside the scope of the analysis provided in the certified Program EIR.

Pursuant to City regulations, all new businesses will be subject to the City's mandatory occupancy inspection process, as detailed in the certified Program EIR, that includes documentation of current or proposed hazardous materials storage, the requirement of hazardous materials permits as applicable, and inspection by Environmental Health Department staff to ensure compliance. These regulations ensure that all uses are assessed for the potential risk of upset related to the use, transport, and disposal of hazardous materials and are applicable to the proposed General Plan and Zoning Ordinance updates in the same manner as was applicable under the analysis provided in the certified Program EIR.

The following policies and actions are included in the General Plan Safety Element and Implementation Program and listed in the certified Program EIR as reducing impacts related to hazardous materials:

POLICY S-2.2: Continue to require every business to maintain on site a material safety data sheet for each chemical or other hazardous material stored at the business, and to provide a list of the chemicals or other hazardous materials, and the locations where they are stored, to the Environmental Health Department for incorporating into Environmental Health and Fire Department records. The Fire Department and the Environmental Health Department will maintain the lists for all Vernon businesses in such a manner that they are readily available to emergency response personnel to review during emergencies.

Action S-7: Hazardous Materials Monitoring Program (Ordinance 961).

Continue to implement the Hazardous Materials Monitoring Program that monitors establishments where hazardous materials are produced, stored, handled, disposed of, treated, emitted, discharged, or recycled. The program also directs and coordinates emergency response in the event of releases of hazardous materials.

Agency/Department: Environmental Health and Fire Department

Funding Source: General Fund; Program Fees

Time Frame: Ongoing

Related Policies: S-2.1, S-2.2, S-3.2

Action S-8: Hazardous Waste. Continue to implement activities to assure that hazardous wastes generated by Vernon businesses are handled and disposed according to federal, state, and local regulations. Assist businesses and consultants in preparation and oversight of site assessments and mitigation activities. In order to minimize present and future threats to human health and the environment, the program actively promotes waste reduction options for hazardous waste generators.

Agency/Department: Environmental Health Department

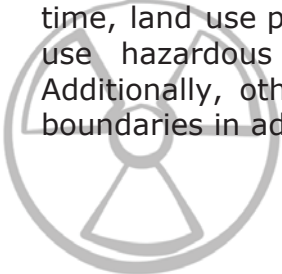
Funding Source: Permit Fees
Time Frame: Ongoing
Related Policies: S-2.1, S-2.2, S-3.2

Adoption and long-term implementation of the updated General Plan and revised Zoning Ordinance will not change current land use practices or regulatory requirements as analyzed under the certified Program EIR; industrial businesses that maintain hazardous materials on site will continue to represent a high percentage of the business activity in Vernon and will be subject to local, state, and federal regulations. Furthermore, the City will continue the established practice of issuing permits for and monitoring the use of hazardous materials per Ordinance No. 961 as identified in the certified Program EIR. The City of Vernon Fire Department will maintain its hazardous materials response unit and capabilities to provide a high degree of response and protection. Thus, the project will not create a significant hazard to the public or the environment through the routine transportation, use, or disposal of hazardous materials, nor will 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 beyond that analyzed in the certified Program EIR. This is because use, transport and disposal of hazardous materials will not appreciably increase and the same mandatory requirements noted in the certified Program EIR related to hazardous materials remain applicable. Furthermore, the certified Program EIR included Mitigation Measures H-1 and H-2 to ensure the continued review, permitting, and budgeting for business involvement with hazardous materials and wastes. Impacts will be equal to or less than those determined in the certified Program EIR, remaining **less than significant with mitigation incorporated** and implementation of regulatory requirements and the policies of the General Plan.

Impact 4.2.C

Hazardous Materials near Sensitive Receptors

Schools, hospitals, and residential assisted care facilities can be difficult to evacuate during a hazardous materials emergency. Furthermore, the young, elderly, and sick are more susceptible to health conditions related to exposure to hazardous materials. As such, these uses could potentially be impacted by a hazardous materials release. A single school exists in Vernon: Vernon City Elementary School (Los Angeles Unified School District), located at 2360 E. Vernon Avenue. This public school provides elementary education for students in grades kindergarten through 5 and operates on a traditional September through June school year. Vernon City Elementary is one of the oldest schools in the district, having opened its doors in 1928, 23 years after Vernon incorporated as an industrial city. The school is surrounded by industrial businesses and has been for almost 80 years. During this time, land use policy and zoning regulations have allowed businesses that store or use hazardous materials to locate within one-quarter mile of the school. Additionally, other schools are located in close proximity to the City of Vernon's boundaries in adjacent cities.



The updated General Plan and revised Zoning Ordinance will increase the potential for commercial development and truck and freight facilities when compared to the existing General Plan. While this project will not directly involve any activity that emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste, policies and land use regulations will allow businesses which could have such characteristics to locate within one-quarter mile of schools, hospitals, residential, and residential assisted care facilities. These sensitive uses are located both within the City and near the City's boundaries in adjacent cities. In addition to state and federal requirements for management of hazardous materials and wastes, the following General Plan Safety Element policies further support the protection of residents and workers from risk of upset:

Policy S-2.1: Continue to support and encourage State efforts to identify existing or previously existing hazardous waste generators or disposal sites in the City of Vernon.

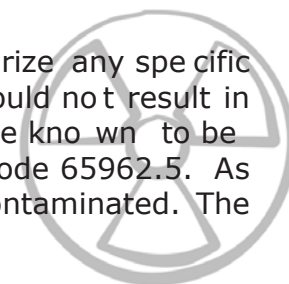
Policy S-2.2: Continue to require every business to maintain a list of the chemicals and other hazardous materials used or stored on site in accordance with appropriate material safety data sheets and otherwise in accordance with law, and to provide that list to the Fire Department and Environmental Health Department. Require that the Fire Department and Environmental Health Department maintain a list of such materials and the location where they are stored or used to permit emergency personnel to respond appropriately, if required.

Although the project includes changes in potential land use development over the long-term, these changes do not include a substantial increase in the use, transport, or disposal of hazardous materials and thus will not increase risk of upset in vicinity of schools and other sensitive receptors beyond that analyzed in the certified Program EIR. Local, state, and federal regulations related to hazardous materials as noted in the certified Program EIR remain applicable to the project and will minimize impacts to sensitive receptors by requiring proper handling, tracking, and disposal of hazardous materials and wastes. The City of Vernon Environmental Health Department will continue to regulate businesses that store or use hazardous materials. Furthermore, the certified Program EIR included Mitigation Measures H-1 and H-2 to ensure the continued review, permitting, and budgeting for business involvement with hazardous materials and wastes. Impacts will be equal to or less than those determined in the certified Program EIR, remaining **less than significant with mitigation incorporation** and implementation of regulatory requirements and the policies of the General Plan.

Impact 4.2.D

Hazardous Materials Sites

Because the General Plan update allows for but does not authorize any specific development project or any other land use altering proposal, it would not result in any direct impacts involving a development project on a site known to be contaminated and reported as such under California Government Code 65962.5. As noted above, the Cortese List identifies six sites in Vernon as contaminated. The



proposed project does not involve any development activity. Thus, no direct impact with regard to these sites will result from the project. Any future development application pursuant to land use policy could propose reuse of either one of the identified sites. However, any such activity will require environmental review pursuant to CEQA, including assessment for site contamination and possible site remediation prior to reuse. The proposed project does not include any policies that will change existing review procedures or regulatory requirements involving contaminated sites. Impacts will be equal to or less than those determined in the certified Program EIR, remaining **less than significant** with implementation of regulatory requirements and the policies of the General Plan.

Mitigation Measures

With regard to potential development on a contaminated site, impact will be less than significant, and no mitigation is required as stated in the Program EIR.

With regard to the use and transport of hazardous materials and the siting of activities involving the use of hazardous materials in close proximity to schools, hospitals, residential assisted care facilities, or similar uses, the following mitigation was required by the certified Program EIR and remains applicable to the proposed project:

MITIGATION H-1

The City will continue to implement the provisions of City ordinances to provide for the business occupancy inspection program and the regular inspection of businesses involved in the production, storage, handling, disposal, treatment, emission, discharge, or recycling of hazardous materials. Such activity will be funded as part of the City's annual budgeting process, special tax, and/or will be funded as a fee program.

MITIGATION H-2

At the time any new or revised Hazardous Material Business application for a new business or activity is received for a location within one-quarter mile of any residence, school, hospital, residential assisted care facility, or similar use (sensitive uses may be located within the City or outside its boundaries), or greater distance as may be determined by the Director of Environmental Health Department for particular business types, the City will review the application and determine whether a Health Risk Assessment (HRA) is required pursuant to State law and/or City Ordinance 961 to address any potential impacts to these uses. If an HRA is deemed appropriate and further, if the HRA identifies potential risks associated with the business activity relative to proximity to the residence, school, hospital, residential assisted care facility or similar use, the City shall ensure that action is taken to address such risk. The action may consist of:



- Denying the application within the limits of the Code of the City of Vernon, or
 - Requiring the business operator to incorporate preventative or ameliorative measures into the business processes or activities to lower the risk to acceptable levels, as set forth by federal or state regulations and policies.
-

Level of Impact after Mitigation

Impacts will be less than significant at the programmatic level with implementation of mitigation, General Plan policies, and regulatory requirements.

References

ⁱ <http://fire.lacounty.org>. July 2007.

ⁱⁱ

http://www.envirostor.dtsc.ca.gov/public/search.asp?CMD=search&city=Vernon&zip=&county=Los+Angeles&case_number=&business_name=&operating=True&post_closure=True&non_operating=True. May 2014.

ⁱⁱⁱ United States Environmental Protection Agency. Superfund Site Information: Vernon. <http://cfpub.epa.gov/supercpad/cursites/srchsites.cfm> [June 2013]



Noise 4.3

This section of the Supplemental EIR examines potential impacts associated with noise in Vernon and whether future development permitted due to changes to the General Plan and Zoning Code would increase those impacts analyzed in the certified General Plan EIR. The Initial Study (Appendix A) indicated that there are potential impacts related to permanent and temporary noise and vibration.

Environmental Setting

Noise within the Vernon planning area is comprised of cumulative noise generated by transportation activities and stationary sources. Transportation noise refers to noise from automobile use, trucking, and rail operations. Non-transportation noise typically refers to noise from stationary sources such as industrial machinery, air conditioning systems, compressors, and outdoor industrial activities. Regardless of the type of noise, noise levels are highest near their source and decrease with distance.

Noise Metrics and Standards

Noise is most often defined as unwanted, excessive, or irksome sound. Sound - and noise - consists of energy waves that people receive and interpret. There are three properties of noise: the amplitude and amplitude variation of the acoustical wave (loudness), the frequency (pitch), and the duration of the noise.

Despite the ability to measure sound, human perceptibility is subjective, and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). In order to factor in the subjectivity of sound to the human ear and the variation of sensitivity to different frequencies of sound, the A-weighted sound pressure level, or dB(A), is the scale of measurement that is most useful in community noise measurement. This sound level is measured in decibels to provide a scale with the range and characteristics most consistent with that of peoples' sensitivity to sounds. The A-weighted sound level of traffic and other long-term noise-producing activities within and around a community varies considerably with time. Measurements of this varying noise level are accomplished by recording values of the A-weighted level during representative periods within a specified portion of the day.

Because a given level of noise may be more or less tolerable depending on the duration of exposure, other measures of noise exposure have been developed. Federal and state agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. The State Department of Aeronautics and the California Commission on Housing and Community Development have adopted the community noise equivalent level (CNEL). To account for increased human sensitivity at night, this measure weights the average noise level at night by adding five dB to the measurement during the

7:00 P.M. to 10:00 P.M. time period and an additional ten dB on noise measured during the 10:00 P.M. to 7:00 A.M. time period. The City of Vernon utilizes the CNEL measurement scale for its community noise/land use compatibility standards.

In recognition of the industrial nature of the community, the current General Plan establishes 75 CNEL as the acceptable exterior ambient noise level for land use planning purposes. The current Zoning Ordinance establishes allowable exterior noise for all lots in the City of 75 dBA, except for lots located within one tenth (1/10) of a mile on any residence or school located in Vernon or abutting communities, which lots are limited to 65 dBA between 7:00 A.M. and 10:00 P.M. and 60 dBA between 10:00 P.M. and 7:00 A.M..

Existing Noise Conditions

Generalized ambient 24-hour community noise conditions frequently are illustrated using noise contour maps. Similar to a topographic map, a noise contour map shows variations in conditions within a specific geographic area. In Vernon, the most significant noise-producing activity involves the transportation systems. This noise source consists of several elements: arterial roadways, Interstate 710, and train operations on rail lines and at rail yards. Hence, the noise contours show higher levels along these transportation routes and near the rail yards. Exhibit 4.3-1 (2007 Noise Contours) depicts the noise contours within the planning area during preparation of the certified EIR.

No part of Vernon is located within an area covered by an airport land use plan. The nearest airport is in the city of Compton, approximately eight miles to the south. The certified EIR determined that the adoption and implementation of the General Plan update would not result in airport noise impacts on people residing or working within the Planning Area. Adoption and implementation of the focused General Plan and zoning code update would be consistent with the determination made in the certified EIR. The City is also subject to noise resulting from occasional aircraft overflights from regional airports, even though Vernon is outside of any specific airport noise contour.

To identify baseline community noise conditions during preparation of the certified EIR, a total of three 24-hour noise measurements and eight limited noise measurements were obtained within the planning area. The locations are shown in Exhibit 4.3-2 (Noise Measurement Locations), and the results of these measurements are summarized in Table 4.3-1 (Noise Measurement Summary).

Traffic Noise

The eight limited-period noise measurements revealed that ambient noise was most often due to traffic on the surface streets in Vernon. Traffic in Vernon consists of local traffic serving local businesses, as well as a substantial amount of through traffic (that is, no trip ends in Vernon) along arterials such as Bandini Boulevard, Soto Avenue, Santa Fe Avenue, and Slauson Avenue. The results from these measurements indicated an Leq (average noise level during the measurement period) of between 66 dB(A) and 75 dB(A).

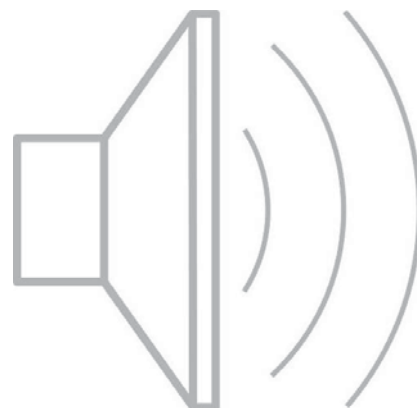
**Table 4.3-1
Noise Measurement Summary**

No.	Location	Time	Measured Noise Levels, dB(A)		
			L _{eq}	L _{max}	CNEL
1	W. Alameda St at 42 St	11:55 A.M. to 12:23 P.M.	67.1	84.3	N/A
2	Rear yard of 4330 Furlong Place	24 hours	--	--	69.3
3	Vernon City Elementary School	3:36 P.M. to 3:56 P.M.	73.3	87.4	N/A
4	Leonis Blvd at Soto St	1:43 P.M. to 2:04 P.M.	67.6	85.7	N/A
5	Vernon Avenue	5:10 P.M. to 5:31 P.M.	66.2	76.0	N/A
6	E. 26 th Street (without rail yard noise)	10:20 A.M. to 11:20 A.M.	69.9	83.7	N/A
6	E. 26 th Street (with rail yard noise)	10:20 A.M. to 11:20 A.M.	74.4	89.3	N/A
7	Opposite 4408 Bandini Blvd	1:49 P.M. to 2:10 P.M.	74.7	88.0	N/A
8	Rear yard of 2638 53 rd St, Huntington Park	24 hours	--	--	61.5
9	Adjacent to 3345 Fruitland Ave	4:18 P.M. to 4:39 P.M.	66.4	76.5	N/A
10	Rear yard of 4217 52 nd St, Maywood	24 hours	--	--	64.0
11	State St at 60 th Pl, Huntington Park	12:56 P.M. to 1:16 P.M.	70.2	83.0	N/A

Notes: L_{eq} is the equivalent (i.e. average) noise level during the measurement period.
L_{max} is the maximum noise level during the measurement period.
CNEL is the community noise equivalent level, a weighted 24-hour measure of noise exposure that considers people's lower tolerance to noise during the evening and nighttime hours.

Railroad Noise

Vernon is exposed to noise from train operations on six rail lines, spur lines, and activities at the Burlington, Northern & Santa Fe (BNSF) rail yard, as well as at the Union Pacific (UPRR) rail yard in the adjacent city of Commerce. Table 4.3-2 (Existing Train Movement Data within City of Vernon) identifies the six rail lines affecting Vernon.



**Table 4.3-2
Existing Train Movement Data within City of Vernon**

Rail Line	Average Daily Operations			Speed
	Day (7 am - 7 pm)	Evening (7 pm - 10 pm)	Night (10 pm - 7 am)	
BNSF line adjacent to 26th St.				
Freight	16	4	12	40 mph
Amtrak	19	3	4	65 mph
Metrolink	34	2	11	65 mph
BNSF line east of Santa Fe Ave.				
Freight	7	2	5	15 mph
UP line on Alameda St.				
Freight	28	7	21	40 mph
UP line on Downey Rd.				
Freight	22	6	17	20 mph
UP line on Randolph St.				
Freight	8	2	6	20 mph
UP LA subdivision line				
Freight	20	5	15	40 mph
Metrolink	15	1	5	65 mph

Referring to the noise contour map in Exhibit 4.3-1, the CNEL generated in the City of Vernon by train movements reaches levels as high as 80 dB. However, the land uses exposed to train noise are largely industrial in nature and are not noise sensitive. The primary source of annoyance to residents in the vicinity of the UPRR line adjacent to S. Downey Road is train horn soundings at crossings.

Industrial Noise

Due to the industrial nature of the City, manufacturing businesses in Vernon create noise, including noise generated by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building. The certified EIR determined that industrial noise at a residence adjacent to an industrial property was 69.3 CNEL. In addition, noise measurements were taken in the rear yards of two residences located in the neighboring Huntington Park and Maywood. The results indicated a CNEL of approximately 62 dB in Huntington Park and 64 dB in Maywood.

The location at the site of measurement in Huntington Park is a residence abutting an industrial property in the City of Vernon. As such, the primary noise source affecting this residence is noise from the industrial property, with the average noise level ranging from 51.0 to 66.7 dB(A), and the maximum noise level ranged from 66.9 to 87.6 dB(A) during the daytime hours of 7:00 A.M. to 10:00 P.M. During the nighttime hours, the average noise level ranged from 44.0 to 51.5 dB(A), and the maximum noise level ranged from 54.0 to 73.7 dB(A). The calculated CNEL of 61.5 dB at this residence is less than the exterior CNEL guideline of 65 dB for residential properties in Vernon. This level also does not exceed the City of Huntington Park's CNEL standard of 65 dB.

In the city of Maywood, a noise measurement was obtained at a residence abutting an industrial property in Vernon. This residence is affected by noise from industrial ventilation equipment, traffic on Fruitland Avenue, and aircraft flyovers. At this location, the average noise level ranged from 57.1 to 60.9 dB(A), and the maximum noise level ranged from 72.3 to 84.8 dB(A) during the daytime hours of 7:00 A.M. to 10:00 P.M. During the nighttime hours, the average noise level ranged from 55.1 to 58.5 dB(A), and the maximum noise level ranged from 71.1 to 84.7 dB(A). The City of Maywood zoning code lists the following noise standards for residential areas: 55 dB(A) during nighttime hours of 10:00 P.M. to 7:00 A.M. and 60 dB(A) during daytime hours of 7:00 A.M. to 10:00 P.M.

Noise-sensitive Land Uses

Noise is particularly problematic when noise-sensitive land uses are proximate to the noise. Because Vernon predominantly consists of industrial uses and because policy set forth in the Housing Element prohibits the construction of any new housing in Vernon in recognition of the hazards – including high noise levels associated with widespread industrial activity – these standards discourage any new noise-sensitive use that would be incompatible with the City’s industrial focus. However, the adopted 2014-2021 Housing Element included the addition of Housing and Emergency Shelter Overlays. The Housing Overlay supports development of residential units on approximately two acres in the eastern portion of the Planning Area and the Emergency Shelter Overlay supports development of emergency shelters on approximately 1.61 acres in the northwest portion of the Planning Area. The only noise-sensitive land uses currently existing within the City are 31 residential units (as of 2007) and the Vernon City Elementary School. These residences are primarily clustered in three areas: (1) on East Vernon Avenue at Furlong Place, (2) on East Vernon Avenue between Downey Road and Alcoa Avenue, and (3) on Fruitland Avenue west of Downey Road. In addition, there are a few mixed-use residential/commercial land uses on Leonis Boulevard at Soto Street. Vernon City Elementary School is located at the southwest corner of East Vernon Avenue and South Santa Fe Avenue. As noted above, residential neighborhoods in Maywood and Huntington Park abut Vernon. Schools are located near the City boundary as well. According to Figure 4.3-1 (Noise/Land Use Compatibility Matrix (noise standards), exterior noise levels are normally compatible up to 75 dB CNEL for residential use and 65 dB CNEL for school use.

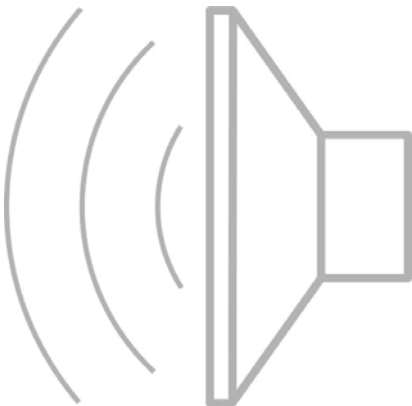
Threshold for Determining Significance

In the adopted General Plan, the City establishes CNEL standards for noise/land use compatibility. The CNEL standard is up to 65 CNEL for schools and churches, up to 75 CNEL for residences and office uses, and generally up to 80 CNEL or higher for the predominate industrial uses as shown in Figure 4.3-1 (Noise/Land Use Compatibility Matrix (noise standards)). In the Zoning Ordinance, the City sets forth one-hour standards for point-source noise as follows:

- 75 dB(A) citywide, except within one-tenth of a mile from any residence or public school;

- Within one-tenth of a mile of residences and schools, 65 dB(A) during day-time hours; and
- Within one-tenth of a mile of residences, 60 dB(A) during night-time hours.

Any noise source in excess of the standards specified may only be permitted with a Conditional Use Permit, which may only be permitted with a finding that the proposed use will not adversely affect the general welfare as a result of noise.



**Figure 4.3-1
Noise/Land Use Compatibility Matrix (noise standards)**

Land Use Category	CNEL, dB						
	50	55	60	65	70	75	80
Residential - Multi-family, Duplex	A	A	B	B	B	C	C
Schools, Churches	A	A	B	C	C	C	D
Office Building, Research & Development, Professional Offices, City Office Building	A	A	A	B	B	C	C
Commercial Retail, Banks, Restaurants	A	A	A	A	B	B	C
Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

A

CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

B

NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

C

NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

D

CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

Environmental Impact

As discussed in Section 3.0 (Project Description) of this Supplemental EIR, updated General Plan land use policy permits the establishment of housing on 52nd Place between King Avenue and Mayflower Avenue in the southeastern portion of the

City. With regard to the future establishment of other noise-sensitive uses such as hospitals, day-care facilities, and private schools, the Zoning Ordinance specifically prohibits these uses. The City has no jurisdiction regarding the placement of public schools within Vernon, but generally the City discourages such uses due to the industrial nature of the community.

The certified EIR indicated that long-term implementation of land use policy is anticipated to result in a decline in the amount of industrial building space citywide by approximately 1.2 million square feet over the life of the General Plan. The decline will occur generally because new development will be required to meet current parking and loading standards. Older buildings that currently cover entire lots will be replaced with more modern development projects that provide sufficient off-street parking and loading facilities.

The General Plan Noise Element includes the noise/land use compatibility criteria that will guide decisions regarding the siting of new land uses and protecting existing noise-sensitive uses from excessive noise. Future development projects pursuant to updated General Plan land use policy will be considered compatible with the existing noise environment if the project is deemed to be normally acceptable or conditionally acceptable. Those projects which are determined to be normally acceptable are likely to require no mitigation measures, and those which are conditionally acceptable may be required to incorporate mitigation measures to achieve City standards. Measures may include, for example, noise insulation internal or external to the building, including sound walls or building insulation.

To address point-source noise associated with industrial activity, the Zoning Ordinance establishes the following standards:

- 75 dB(A) citywide, except near any residence or public school;
- Within one-tenth of a mile of residences and schools, 65 dB(A) between 7:00 A.M. and 10:00 P.M.; and
- Within one-tenth of a mile of residences, 60 dB(A) between 10:00 P.M. and 7:00 A.M.

Per the Zoning Ordinance, any noise source in excess of the standards specified may only be permitted with a Conditional Use Permit, which may only be permitted with a finding that the proposed use will not adversely affect the general welfare as a result of noise.

Land Use Compatibility and Projected Future Noise Levels

Noise contour modeling was performed during preparation of the certified General Plan EIR based on projected future regional traffic volumes and rail activity to determine future noise conditions. Exhibit 4.3-3 (Future CNEL Contours) illustrates the projected future noise contours for Vernon. As the Exhibit shows, the highest noise levels – up to 80 CNEL – are anticipated to occur around the Hobart rail yard, along Alameda Street, along Santa Fe Avenue between Vernon Avenue and 37th Street, along Soto Street north of Vernon Avenue, and along Bandini Avenue and

Atlantic Boulevard north of the Los Angeles River. These increases are anticipated due to the anticipated increase in regional truck and vehicle traffic utilizing these surface streets.

The focused General Plan and Zoning Ordinance update establishes a new Truck and Freight Terminal Overlay and replaces and expands the existing Commercial Overlay with the new C-1 and C-2 Commercial Overlays. Development pursuant to focused update will result in continued industrial use throughout the community, with provision for commercial uses along Santa Fe Avenue, Pacific Boulevard, Soto Street north of Fruitland Avenue, East Slauson Avenue, and select areas at the eastern boundary of the Vernon to meet the needs of the daytime employee population. The noise/land use compatibility criteria indicate that such uses are classified as normally compatible in environments with a CNEL of up to 80. Vernon General Plan land use policy and Zoning Ordinance strictly limit any new noise-sensitive uses (for example, residences, schools, day-care facilities, hospitals) into the City, except for residences in the Housing Overlay, which are subject to a Development Agreement. A Development Agreement will allow tailored development standards to be applied to proposed residential projects, thereby providing flexibility in responding to the unique land use conditions in Vernon. In addition, the certified EIR established Mitigation Measures N-1 and N-2. Mitigation Measure N-1 requires that the City continue to enforce noise regulations and to periodically evaluate regulations for adequacy and revision as needed. Mitigation Measure N-2 requires the review of all development proposals and building permits to determine whether the proposed use has the potential to exceed City noise standards. An acoustical analysis is required for all developments with the potential to exceed noise standards and for uses near existing residences and schools. All mitigation measures included in the certified EIR are applicable to the proposed focused General Plan and Zoning Ordinance update. Thus, consistent with the certified EIR, the City does not anticipate that any new noise/land use conflicts within Vernon will arise over the life of this General Plan update. In this regard, impact will be less than significant and consistent with the findings of the certified EIR.

Industrial Noise and Ground-borne Vibrations

In general, existing noise and vibration conditions associated with industrial activity within Vernon are not considered excessive because of the predominantly industrial nature of the City. As stated in the certified EIR, implementation of land use policy and zoning regulations will allow potentially noise-intensive industrial businesses to locate adjacent or in close proximity to existing residences in Vernon, Vernon City Elementary School, and residences and public schools in adjacent jurisdictions. Impact would primarily result from noise generated by loading dock operations, trucks entering and leaving the area, mechanical equipment located both inside and outside the building(s), and outdoor industrial activity. Implementation of zoning regulations that establishes one-hour standard of 65 dB(A) between 7:00 A.M. and 10:00 P.M. within one-tenth mile of any residence or public school in Vernon or adjacent communities. In addition, a conditional use permit for any use that has the potential to generate excessive noise is required for any use within one-tenth

mile of a residence or public school. The certified EIR determined that implementation of these regulations will allow the City to mitigate any potential impacts associated with individual projects on a case-by-case basis and reduce impact to level considered less than significant.

The focused General Plan and Zoning Ordinance update establishes a new Truck and Freight Terminal Overlay and replaces and expands the existing Commercial Overlay with the new C-1 and C-2 Commercial Overlays. Potential new commercial uses along Santa Fe Avenue, Pacific Boulevard, Soto Street, and East Slauson Avenue will be located in close proximity to existing industrial, residential, and school use. Consistent with the certified EIR, implementation of zoning regulations will require potential impacts to be evaluated on a case-by-case basis. In addition, implementation of certified EIR Mitigation Measures N-1 and N-2 will reduce impacts to less than significant levels.

With regard to ground-borne vibrations, Vernon is a predominately industrial city with uses that involve industrial processes that produce vibrations measurable beyond the property line. As stated in the certified EIR, Article IV, Section 26.4.1-6 of the Zoning Ordinance addresses such vibrations and guards against one business adversely impacting another. The certified EIR determined that impacts related to ground-borne vibrations will be less than significant.

Consistent with the certified EIR, Article IV, Section 26.4.1-6 of the Zoning Ordinance will apply to future use pursuant to the focused General Plan and Zoning Ordinance update. Thus, impact will be less than significant and consistent with the findings of the certified EIR.

Mitigation Measures

The following mitigation measures were incorporated with the certified General Plan EIR and remain applicable to the proposed General Plan update.



MITIGATION N-1

Noise Regulations. Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.

MITIGATION N-2

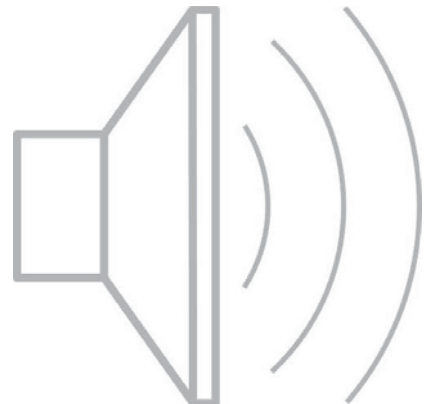
Siting of New Businesses and Activities near Sensitive Land Uses. Review all development proposals and building permits within the City to determine whether the proposed use has the potential to exceed City one-hour noise standards. The City's standards are lower at locations near existing residences and schools. As appropriate, require acoustical analyses for all such development and activities near such uses, and determine if mitigation measures are required. Require property and

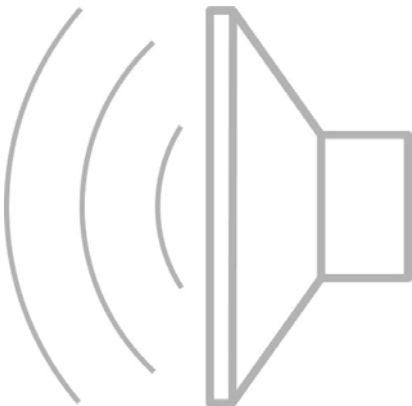
business owners to implement mitigation to achieve City noise standards.

Level of Impact after Mitigation Incorporation

Consistent with the certified EIR, impacts will be less than significant at the program level with implementation of mitigation, General Plan policies, and regulatory requirements.

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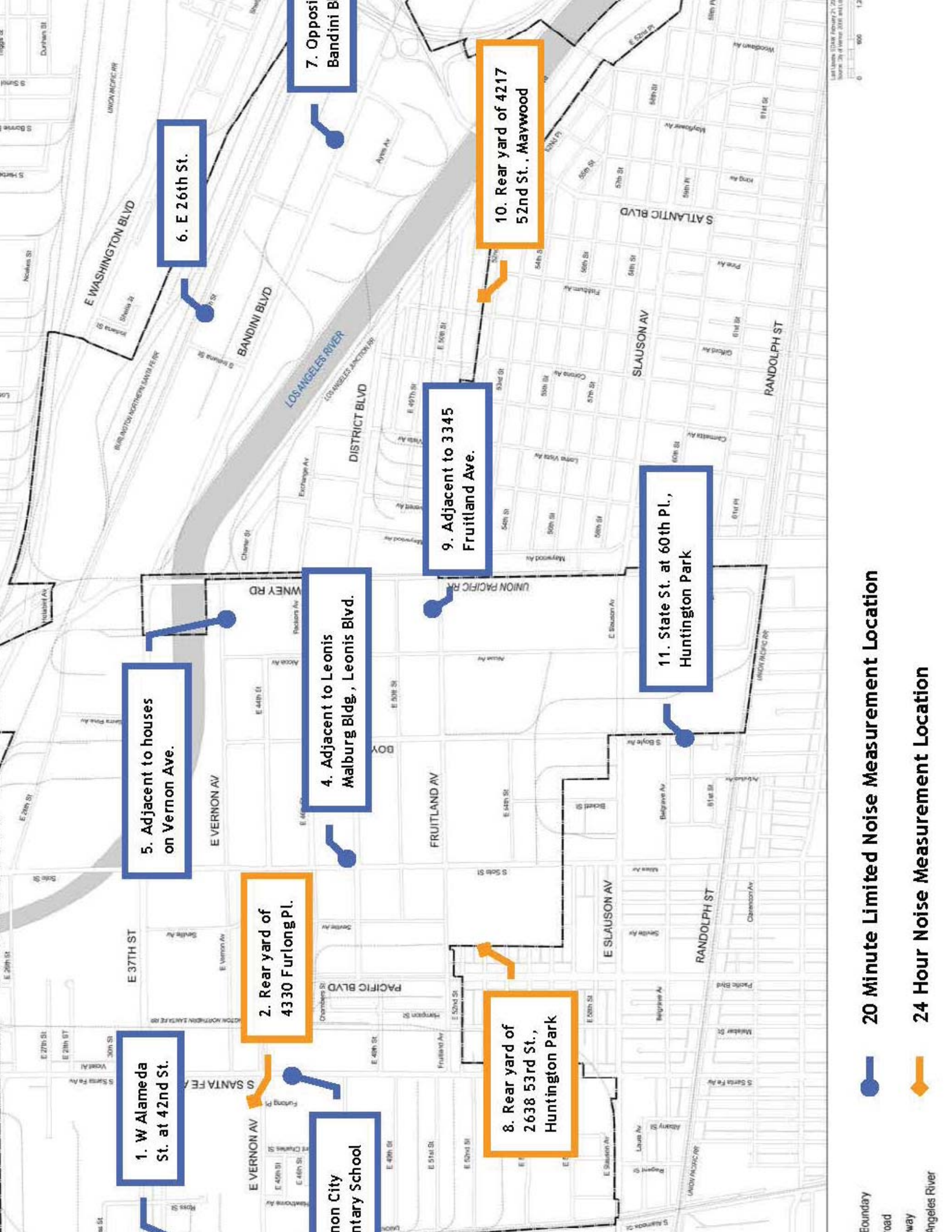






(2007) NOISE CONTOURS

- 0 CNEL
- 5 CNEL
- 65 CNEL
- 70 CNEL



Transportation and Traffic 4.4

The Initial Study indicated that impacts related to circulation system performance and the Congestion Management Program (CMP) could be potentially significant and have been analyzed herein. The Initial Study concluded that adoption and long-term implementation of the Vernon General Plan update does not have the potential to result in a change in air traffic patterns, substantially increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or conflict with alternative transportation strategies.

The traffic analysis prepared by Kunzman Associates (Appendix C) focuses on the ability of the City's roadways to accommodate long-term traffic volumes associated with growth due to the adoption of the Truck Overlay (and the previously adopted Residential Overlay), as compared to the analysis provided in the certified General Plan EIR. The impact discussion provided herein also includes analysis of the addition of the expanded Commercial Overlay district.

The approach to the traffic analysis first involved identifying conditions on local roadways based on extensive citywide traffic counts obtained in February 2012 and October 2012. Future roadway volumes for the 2035 horizon year were projected using an annual growth factor of 0.5 percent per year. Those intersections that were identified in the certified General Plan EIR as operating at unacceptable levels were analyzed to determine if the addition of the various overlays would further degrade performance in these areas.

Two primary measures were used to evaluate the existing and planned capacity of the existing and planned roadway system within the Planning Area: volume and capacity. As noted, current volumes were established via traffic counts, and future volumes reflect projections. Capacity refers to the vehicle-carrying ability of a roadway at free-flow speed. The ratio between volume and capacity (V/C) is used to establish a level of service (LOS) for roadway facilities. LOS is a qualitative description of traffic operations for roadway facilities. LOS A indicates free flow conditions with little or no delay. LOS F indicates a high level of delay with severe congestion. LOS C indicates moderate delay. LOS D indicates marginally acceptable traffic operations in urban areas. The threshold of LOS E is the theoretical capacity of the street or intersection.

Analysis of the arterial road system was conducted using the intersection capacity approach since intersections are the primary limiting factor within the roadway system. Levels of service for arterial roadway intersections are determined based on operating conditions during the A.M. and P.M. peak hours. The intersection capacity utilization (ICU) methodology is applied using peak-hour volumes and considers the geometric configuration of intersections when measuring capacity. The ICU method sums the V/C ratios for the critical movements of an intersection and is generally compatible with the intersection capacity analysis methodology outlined in the *2000 Highway Capacity Manual*. **Table 4.4-1** summarizes ICU ranges and corresponding LOS descriptions.

Table 4.4-1
Arterial Intersection Performance Criteria

ICU	Level of Service (LOS)
0.70 – 0.79	C
0.80 – 0.89	D
0.90 – 1.00+	E/F
Source: Kunzman Associates 2012	

Environmental Setting

Roadway System

Vernon is centrally located within the Los Angeles metropolitan area, with ready access to the freeway network and regional rail lines. Interstate 710 (I-710) runs along the City's eastern boundary, providing direct access to the ports of Long Beach and Los Angeles. Approximately one mile north of Vernon is the I-10, I-5, State Route 60 (SR 60) interchange. I-110 is approximately two and one-half miles to the west, and I-105 is approximately four miles south of the City. These freeways connect to numerous other freeways in the region, including the I-405, I-605, SR-60, SR-91, and US 101.

Vernon's street system is differentiated by roadway size, function, and capacity. The four basic types of roadways in Vernon are freeways, arterial streets, collector streets, and local streets. The assignment of these classifications to streets in the City is shown on the Circulation Plan in Exhibit 4.3-1 (Circulation Plan). Major arterials traversing the City include Alameda Street, Atlantic Boulevard, Bandini Boulevard/37th Street, Pacific Boulevard, Santa Fe Avenue, Slauson Avenue, and Soto Street. Collector streets in the City include Fruitland Avenue, Leonis Boulevard/District Boulevard, Vernon Avenue, 51st Street, and 26th Street. Cumulatively, these roadways carry the majority of traffic in the City, much of which is through traffic.

As noted, I-710 provides an important direct connection from regional rail facilities to the ports of Long Beach and Los Angeles. Although less than half a mile of this freeway traverses Vernon, that portion contains the very busy Atlantic Boulevard/Bandini Boulevard interchange. This frequently congested interchange carries a substantial amount of truck traffic from Vernon, particularly from the adjacent Hobart Rail Yard. In August of 2004, the Gateway Cities Council of Governments made preliminary recommendations to improve the Atlantic/Bandini interchange, as well as to build truck ramps directly from the rail yards to the freeway. Engineering plans and studies for this interchange will continue in concert with broader plans for improvements to I-710, with expected improvements to the interchange to be accomplished prior to 2030. The timing will depend upon State approvals and funding. Once implemented, the interchange improvements are expected to relieve a major traffic bottleneck and improve safety by separating autos from heavy truck traffic.

Railroads

Railroads in and through Vernon include several rail lines, many with at-grade railroad crossings located throughout the City that affect traffic flow. Several rail yards are also located within the City limits. The largest is the Hobart Rail Yard located to the northeast, between East 26th Street and East Washington Boulevard. Two other smaller yards are the Malabar Yard, located north of Fruitland and east of Pacific Boulevard, and the Los Angeles Junction Yard, located between Exchange Boulevard and the Los Angeles River. A portion of the Union Pacific East Yard is also located in Vernon, with other rail yards nearby but outside of Vernon city limits.

Public Transit

Public transit, primarily functioning as an alternative mode of transportation to and from the workplace, is available in Vernon. The City is served by a number of bus routes operated by the Los Angeles County Metropolitan Transportation Authority (Metro). These bus routes run on Soto Street, Vernon/Pacific, Santa Fe Avenue, and Vernon/Leonis, and also Downey/Vernon/Boyle. In addition, the Montebello Municipal Bus Line provides a route that runs on Washington Boulevard with stops at Atlantic and at Downey.

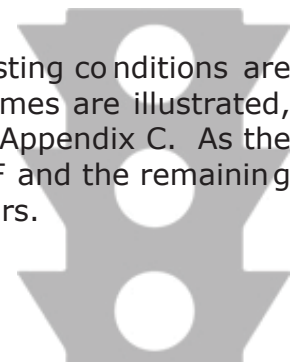
The Metro Rail Blue Line light rail system has a station at Vernon and Alameda, which is located approximately one-quarter mile west of the City boundary.

Existing Traffic Conditions

In 2012, an extensive turning movement and traffic count collection program was undertaken at key intersections in the City of Vernon. Intersection capacity was studied at peak hours. To assess intersection capacity, turning movement volumes at a total of 17 intersections in the City were counted during morning (7:00 AM to 9:00 AM) and evening peak periods (4:00 PM to 6:00 PM).

A passenger car equivalent (PCE) factor of 2.5 was applied to truck turning movements. The PCE factor reflects the fact that heavy trucks not only occupy two to three times as much physical space as passenger cars and pickup trucks, but they also take two to three times as long as passenger vehicles to accelerate and, therefore, have a greater impact on the roadway capacity. The PCE factor used in the traffic analysis was derived from industry standards of 2.0 PCE for large two-axle trucks and 3.0 PCE for three or more axle trucks.

Peak-hour intersection capacity utilization (ICU) values for existing conditions are summarized in Table 4.4-2. Peak-hour turning movement volumes are illustrated, and ICU calculation worksheets are shown in the traffic study in Appendix C. As the table indicates, fifteen study intersections operate at LOS E or F and the remaining two operate at acceptable levels during the AM and PM peak hours.

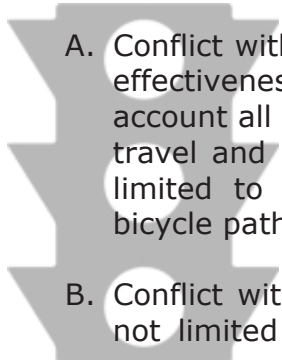


**Table 4.4-2
Existing (2012) Intersection Capacity Utilization (ICU) Summary**

ID #	Intersection	AM Peak Hour		PM Peak Hour	
		Existing V/C Ratio	Existing LOS	Existing V/C Ratio	Existing LOS
Alameda Street (NS) at:					
1a	Vernon Avenue - West (EW)	1.454	F	1.502	F
1b	Vernon Avenue - East (EW)	1.334	F	1.097	F
2a	55th Street - West (EW)	1.186	F	1.521	F
2b	55th Street - East (EW)	0.891	D	0.735	C
Santa Fe Avenue (NS) at:					
3	25th/26th Street (EW)	1.04	F	1.014	F
4	38th Street (EW)	0.956	E	1.011	F
5	Vernon Avenue (EW)	0.972	E	0.923	E
6	Vernon Avenue/Pacific Boulevard (EW)	0.919	E	0.957	E
Soto Street (NS) at:					
7	26th Street (EW)	1.009	F	1.181	F
8	Bandini Boulevard (EW)	0.951	E	1.003	F
9	Vernon Avenue (EW)	0.861	D	0.948	E
10	Leonis Boulevard (EW)	0.876	D	0.814	D
11	Fruitland Avenue (EW)	0.806	D	0.879	D
Boyle Avenue (NS) at:					
12	Slauson Avenue (EW)	1.081	F	1.202	F
Downey Road (NS) at:					
13	Washington Boulevard (EW)	0.868	D	0.92	E
14	Bandini Boulevard (EW)	0.902	E	0.942	E
15	Slauson Avenue (EW)	0.974	E	0.97	E
Atlantic Boulevard (NS) at:					
16	Bandini Boulevard (EW)	1.543	F	1.433	F
17	District Boulevard (EW)	0.858	D	0.975	E

Threshold for Determining Significance

For the purpose of this Supplemental EIR, a significant impact will occur if implementation of the project would:

- 
- A. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
 - B. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or

other standards established by the county congestion management agency for designated roads or highways;

The City of Vernon has established an intersection capacity performance standard of 0.90 for peak-hour intersection operation impacts. This standard means that an intersection is operating at 90 percent of its capacity, corresponding to LOS D, is acceptable. If the project were to cause an intersection to operate at LOS E or F, that would be considered a significant impact. In addition, based on the Los Angeles Department of Transportation Policies and Procedures, an impact is considered significant if the project-related increase in the V/C ratio increases by 0.04 or more for LOS C intersections, by 0.02 for LOS D intersections, and 0.01 for LOS E and F intersections.

Environmental Impacts

Impacts 4.4.A and 4.4.B Circulation System Performance

The certified General Plan EIR found that impacts to the local and regional circulation system would be significant and unavoidable. The certified General Plan EIR analysis identifies physical improvements to a number of roadways that will improve local and regional traffic flow including the 26th Street extension, the Atlantic Boulevard Bridge widening, the Soto Street widening, and Interstate 710 improvements. The certified General Plan EIR also references Circulation and Infrastructure Element Policy CI-1.12 and Mitigation Measure T-1 that recommends installation and maintenance of an Intelligent Transportation System (ITS) such as the Los Angeles County Automated Traffic Surveillance and Control (ATSAC) system that will improve traffic flow. Implementation of these improvements is anticipated to increase circulation system performance at the majority of intersections excluding Santa Fe at 38th, Soto at Fruitland, and Atlantic at Bandini. Mitigation was also incorporated to further reduce potential circulation system impacts related to coordinating with adjacent jurisdictions, agencies, and rail companies minimizing parking interference. Due to the lack of right-of-way to make additional physical improvements, lack of local control over regional system elements, and uncertainty in funding, impacts to the local and regional circulation system remain significant and unavoidable after consideration of General Plan policies and incorporation of mitigation.

The traffic study prepared for this Supplemental EIR includes updated analysis of the existing General Plan and the General Plan update based on existing conditions (2012) through 2035.¹ Impacts from the inclusion of the proposed Truck and Freight Overlay (and the recently adopted Housing Element Residential Overlay) can then be compared to the analysis provided in the certified General Plan EIR to determine if impacts will be equal to or less than those determined in the analysis. Additionally, a qualitative discussion of the expanded Commercial Overlay has been included. The Slaughtering and Rendering Overlays are not discussed because trip generation from these uses is the same as the underlying Industrial land use designation.

Truck and Freight Overlay

Table 4.4-3 (Year 2035 Intersection Capacity Utilization (ICU) Summary) includes updated projections for 2035 based on current (2012) General Plan and Zoning development assumptions to update what intersections are already projected to operate at unacceptable levels without the proposed updates. Of particular note, one intersection (Alameda and Vernon west) would be projected to operate at LOS E or F in 2035 at one or more peak hour periods that was not previously projected to operate at LOS E or F in 2030 at any period. At some intersections, the proposed update will improve peak hour traffic conditions in 2035 when compared to the current General Plan traffic for 2035.

The traffic analysis indicates that the proposed Truck and Freight Overlay will not significantly increase impacts at any of the study intersections because the volume-capacity ratio will not increase by 0.02 at any LOS D intersections or by 0.01 at any LOS E or LOS F intersections. Therefore, impacts will remain consistent with the analysis provided in the certified General Plan EIR as **significant and unavoidable** after consideration of General Plan policy and mitigation incorporation.



**Table 4.4-3
Year 2035 Intersection Capacity Utilization (ICU) Summary**

ID#	Intersection	Peak Hour	Current General Plan		Proposed General Plan		Project Impact from Current GP
			2035 V/C	2035 LOS	2035 V/C	2035 LOS	
Alameda Street (NS)							
1a	Vernon Avenue - West (EW)	Morning	1.617	F	1.617	F	0.000
		Evening	1.671	F	1.671	F	0.000
1b	Vernon Avenue - East (EW)	Morning	1.217	F	1.217	F	0.000
		Evening	1.317	F	1.317	F	0.000
2a	55th Street - West (EW)	Morning	1.482	F	1.482	F	0.000
		Evening	1.692	F	1.692	F	0.000
2b	55th Street - East (EW)	Morning	0.811	D	0.811	D	0.000
		Evening	1.153	D	1.153	D	0.000
Santa Fe Avenue (NS)							
3	25th/26th Street (EW)	Morning	0.986	E	0.988	E	0.002
		Evening	1.124	F	1.125	F	0.001
4	38th Street (EW)	Morning	1.059	F	1.055	F	-0.004
		Evening	1.121	F	1.119	F	-0.002
5	Vernon Avenue (EW)	Morning	1.077	F	1.076	F	-0.001
		Evening	1.022	F	1.018	F	-0.004

4.4 Transportation and Traffic

ID#	Intersection	Peak Hour	Current General Plan		Proposed General Plan		Project Impact from Current GP
			2035 V/C	2035 LOS	2035 V/C	2035 LOS	
6	Vernon Avenue/Pacific Boulevard (EW)	Morning	1.017	F	1.017	F	0.000
		Evening	1.061	F	1.062	F	0.001
Soto Street (NS)							
7	26th Street (EW)	Morning	1.118	F	1.127	F	0.009
		Evening	1.311	F	1.134	F	-0.177
		Morning	1.053	F	1.060	F	0.007
8	Bandini Boulevard (EW)	Evening	1.111	F	1.111	F	0.000
		Morning	0.953	E	0.953	F	0.000
9	Vernon Avenue (EW)	Evening	1.050	F	1.050	F	0.000
		Morning	0.969	E	0.969	E	0.000
10	Leonis Boulevard (EW)	Evening	0.899	D	0.899	D	0.000
		Morning	0.891	D	0.891	D	0.000
11	Fruitland Avenue (EW)	Evening	0.973	E	0.973	E	0.000
		Morning	0.973	E	0.973	E	0.000
Boyle Avenue (NS)							
12	Slauson Avenue (EW)	Morning	1.199	F	1.199	F	0.000
		Evening	1.335	F	1.334	F	-0.001
Downey Road (NS)							
13	Washington Boulevard (EW)	Morning	0.960	E	0.963	E	0.003
		Evening	0.960	E	0.963	E	0.003

ID#	Intersection	Peak Hour	Current General Plan		Proposed General Plan		Project Impact from Current GP
			2035 V/C	2035 LOS	2035 V/C	2035 LOS	
		Evening	1.019	F	1.019	F	0.000
	Bandini Boulevard (EW)	Morning	0.998	E	1.002	F	0.004
14		Evening	1.043	F	1.048	F	0.005
	Slauson Avenue (EW)	Morning	1.079	F	1.081	F	0.002
15		Evening	1.075	F	1.073	F	-0.002
Atlantic Boulevard (NS)							
	Bandini Boulevard (EW)	Morning	1.717	F	1.725	F	0.008
16		Evening	1.594	F	1.598	F	0.004
	District Boulevard (EW)	Morning	0.949	E	0.952	E	0.003
17		Evening	1.081	F	1.080	F	-0.001
Source: Kunzman Associates 2012							





Commercial Overlay

The project includes an increase in the Commercial Overlay district from 210 acres to 453 acres. The Commercial Overlay district has also been further refined through the C-1 and C-2 Overlay Zones. The Commercial Overlay district is intended to provide opportunities for service and retail uses that support surrounding industrial uses. It must be emphasized that the Commercial Overlay district is not intended nor anticipated to substantially convert industrial uses to commercial uses. The Commercial Overlay district and associated zoning is designed to establish use and development standards for future commercial development but is not designed to encourage or increase commercial development. The entirety of the Planning Area is planned to remain industrial over the long-term.

Commercial uses generate substantially more traffic than industrial uses. Based on the Institute of Transportation Engineer's (ITE) *Trip Generation* manual, warehousing and manufacturing uses generate 3.56 to 3.82 daily trips per 1,000 square feet of building area, respectively, and without consideration of PCE factors.ⁱⁱ Common commercial development that could be constructed in the Commercial Overlay district such as strip retail, shopping centers, gas stations, and fast food establishments generate between 39.00 and 845.60 daily trips per 1,000 square feet.

Commercial development accounts for approximately 1.4 percent of the development in the Planning Area (40 acres / 2,948 acres = 1.36 percent). Commercial development over the long-term is anticipated to remain at similar levels, considering the proposed General Plan update supports primarily industrial uses. Therefore, commercial development will not generate a substantial amount of traffic when compared to the Planning Area as a whole, even after consideration of the increase in trip generation rates. Furthermore, future commercial developments will be subject to environmental review pursuant to the California Environmental Quality Act (CEQA). Future commercial development that could significantly affect the local and/or regional circulation system will be required to incorporate mitigation, where feasible, to eliminate, reduce, or minimize project-level traffic impacts. Considering the relatively small amount of long-term commercial development anticipated in the Planning Area and the standard environmental review requirements of the City, impacts to the local and regional circulation system due to the expansion of the Commercial Overlay district will not be substantial when compared to the analysis provided in the certified General Plan EIR. Impacts remain **significant and unavoidable**.



Mitigation Measures

The following mitigation measures were incorporated with the certified General Plan EIR and remain applicable to the proposed General Plan update.



MITIGATION T-1

Automated Traffic Surveillance and Control System (ATSAC). Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.



MITIGATION T-2

Coordinate with Adjacent Jurisdictions. Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.



MITIGATION T-3

Coordinate with Rail Companies. Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.



MITIGATION T-4

Coordination with Metropolitan Transportation Authority. Work with the Metropolitan Transportation Authority (Metro) to achieve the following:

- Implement the Metro's Congestion Management Plan (CMP) within the City.
 - Continue to provide local and regional connections through Metro local and rapid bus lines.
 - Improve access to local Metro stations.
-



MITIGATION T-5

Minimize Parking Impacts. Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles, including truck trailer storage, employee parking, and visitor parking.



MITIGATION T-6

Soto Street Widening. At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of rights-of-way to achieve the road standard for Soto Street established in

the Circulation and Infrastructure Element. Complete the road widening project at the time a dequate rights-of-way have been acquired and/or dedicated.

**MITIGATION
T-7**

Interstate 710 Freeway Improvements. Work with Caltrans on all plans, activities, and projects regarding Interstate 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments on studies and programs regarding the improvements to the I-710 freeway.

**MITIGATION
T-8**

Other Improvements. At Santa Fe Avenue and 38th Street, stripe an eastbound left-turn lane within existing right-of-way to provide additional intersection capacity.

Level of Impact after Mitigation

Impacts to the local and regional (Con gestion Management Program) circulation system remain **significant and unavoidable** after mitigation incorporation.

References

ⁱ Kunzman Associates . City of Vernon General P lan Update Traffic Impact Analysis. December 2012

ⁱⁱ Institute of Transportation Engineers. Trip Generation. 8th Edition. 2008



Utilities and Service Systems 4.5

This section of the Supplemental EIR examines potential impacts to utilities and service systems due to changes to the General Plan and Zoning Code and associated changes to the certified Program EIR. The Initial Study concluded that the adoption and long-term implementation of the Vernon General Plan update does not have the potential to exceed wastewater treatment requirements, require the construction or expansion of water, wastewater, or storm water drainage facilities. Implementation of the General Plan update will also have adequate capacity to serve the projected demand and comply with federal, state, and local statutes and regulations related to solid waste. The Initial Study indicated that impacts related to water supply sufficiency and landfill capacity could be potentially significant and have been analyzed herein.

Environmental Setting

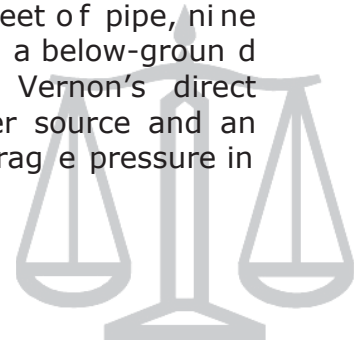
Water Supply

The certified General Plan EIR referenced 2005 Urban Water Management Plans (UWMP) for water supply analysis. Since the preparation of the certified EIR, the 2010 UWMPs have become available.

The fresh water retailer for most of the City of Vernon is the City's own Water Department. A portion of the northeast part of the City, however, receives water service from the California Water Service Company (Cal Water), and a small area in the southeast part of Vernon has water delivered by Maywood Mutual Water Company Number 3.¹

The Water Department of the City of Vernon receives 63 percent of its primary potable water supply from local water, with the balance consisting of imported water and recycled water. At the time the certified General Plan EIR was prepared, the 2005 Urban Water Management Plan was referenced. Since then, the 2010 Urban Water Management Plan for Vernon has been prepared. As of 2010, the City received approximately 84 percent of its water supply from local groundwater and approximately 8 percent from the Central Basin Municipal Water District (CBMWD).² Potable water is sold and distributed to Vernon by the CBMWD, a public agency that acts as a wholesaler to retail water agencies consisting of 24 cities in southeast Los Angeles County. The CBMWD, in turn, purchases its water from the Metropolitan Water District of Southern California (MWD), which is the major supplier for Southern California.

The City's water distribution system consists of 250,000 linear feet of pipe, nine wells, seven ground-level reservoirs, one elevated tank, and a below-ground reservoir. The total storage capacity is 16 million gallons. Vernon's direct interconnection to the MWD provides both a supplemental water source and an emergency supply in the event of a major power outage. The average pressure in the distribution systems is about 75 pounds per square inch (psi).



Cal Water's East Los Angeles District serves residential, industrial, and commercial customers, including all of unincorporated East Los Angeles as well as portions of the cities of Commerce, Montebello, Monterey Park, and Vernon. That portion of Vernon within Cal Water's jurisdiction consists of the area north of the Los Angeles River and east of a line parallel to and approximately 450 feet west of Indiana Street. This area is dominated by Burlington Northern Santa Fe's Hobart Rail Yard.

In 2003, industrial uses accounted for only 126 users, or 0.5 percent, of Cal Water's East Los Angeles District service connections, although because of the higher demand per connection for industrial customers, these industrial uses accounted for 2,000.6 total acre-feet (9.7 percent) used district-wide during the year. Vernon's share of water usage in the District constitutes an unknown but significant fraction of these industrial connections. During the ten-year period from 1994 to 2003, total water demand in the District rose an average of 0.28 percent annually, while industrial water demand in the District fell an average of 1.84 percent each year.

Water furnished to customers of Cal Water's East Los Angeles District is a combination of groundwater and purchased water imported from the Central Basin Municipal Water District. On average, purchased water satisfies 70 to 80 percent of the District's water requirements, with the balance supplied by groundwater from Cal Water's wells.

Cal Water's existing supplies and facilities in the East Los Angeles District are adequate to provide for projected demand through the year 2030. The 2010 Urban Water Management Plan for Cal Water's East Los Angeles District indicates that existing supplies and facilities will be adequate to provide for projected demand through the year 2040.³ In addition, according to the 2010 UWMP, Cal Water intends to construct new wells in order to maximize groundwater production in the future. The District recognizes that its wells are no longer sufficient to produce its entire allowed pumping allocation, so it is actively pursuing plans to restore several wells to their full capacity and developing a new well to add capacity.

The Maywood Mutual Water Company #3 covers only small portions of the cities of Maywood, Bell, and Vernon. In total, Maywood Mutual #3 has approximately 2,000 service connections serving approximately 9,500 residents, along with some commercial and industrial customers. Maywood Mutual #3 has 30 service connections in Vernon, all industrial, which in 2006 used approximately 35 acre-feet of water. In 2007, Matheson Tri-Gas opened a plant in this area that was projected to use an additional 150 acre-feet per year of water, but since opening has actually used much less. Thus, the demand is projected to be 30 acre-feet per year based on usage from actual data from 2007. In total, then, the part of Vernon within Maywood Mutual Water Company #3 is projected to use 65 acre-feet of water per year.

Maywood Mutual #3 obtains all of its water supplies from three groundwater wells located in Maywood and Bell. Together these three wells produce approximately 1,500 acre-feet of water per year, although the exact amount fluctuates between about 1,400 acre-feet and 1,750 acre-feet per year, depending on demand. If

necessary, these wells could pump as much as 4,500 acre-feet per year. Currently, Maywood Mutual #3 purchases no water from outside sources, but has an agreement in place that would allow it to purchase up to 2,500 acre-feet of water per year from MWD. If Maywood Mutual #3 were to produce water at the maximum rate as well as purchase the maximum amount from outside sources, it could supply as much as 7,500 acre-feet of water in a year, more than four times current demand. Groundwater production is adequate to meet the current and projected demands of Maywood Mutual Water Company #3.

Solid Waste

Solid waste generated within Vernon is collected by a variety of private companies. The City does not provide solid waste collection services; businesses and residents must contract for their own waste disposal. City staff monitors solid waste generation, diversion, and disposal to help the City comply with state-mandated waste reduction goals. City staff also provides assistance to companies interested in recycling or reducing waste. In total, businesses in Vernon generated 258,365 tons of waste for disposal in the various landfills identified in Table 4.5-1 (Solid Waste Disposal Facilities Used by Vernon Waste Contractors, 2005). Additionally, the Refuse-to-Energy Facility in the city of Commerce received 1,806 tons of waste from Vernon to be converted into energy.

Table 4.5-1
Solid Waste Disposal Facilities Used by Vernon Waste Contractors, 2005

Facility Name	Location (City, County)	Remaining Estimated Capacity (cubic yards; percentage of)	Estimated Closure Date	Permitted Maximum Disposal (tons/day)	Permitted Maximum Disposal (kilo- tons/year)
Antelope Valley Public Landfill I	Palmdale, Los Angeles	2,000,000 (in 2003) 27.0%	Mid-to-Late 2007	1,400	511
Bradley Landfill West and West Extension	Sun Valley, Los Angeles	4,725,968 (in 2002) 12.2%	6/1/2007	10,000	3,650
Chiquita Canyon Sanitary Landfill	Santa Clarita, Los Angeles	35,800,000 (in 2003) 56.0%	11/24/2019	6,000	2,190
El Sobrante Landfill	Corona, Riverside	158,857,714 (in 2006) 85.9%	1/1/2030	10,000	3,650
Frank R. Bowerman Sanitary Landfill	Irvine, Orange	59,411,872 (in 2006) 46.8%	12/31/2022	8,500	3,102.5
Olinda Alpha Sanitary Landfill	Brea, Orange	38,578,383 (in 2005) 51.5%	12/31/2013	8,000	2,920
Prima Deshecha Sanitary Landfill	San Juan Capistrano, Orange	87,384,799 (in 2005) 50.5%	12/31/2067	4,000	1,460
Puente Hills Landfill	Industry, Los Angeles	49,348,500 (in 2006) 46.4%	10/31/2013	13,200	4,818
Simi Valley Landfill and Recycling Center	Simi Valley, Ventura	23,201,173 (in 2005) 53.3%	12/1/2033	3,000	1,095
Sunshine Canyon	Sylmar,	17,015,625 (in 2006)	1/31/2013	6,600	2,409

SLF County Extension	Los Angeles	45.6%			
Sunshine Canyon City Landfill Unit 2	Sylmar, Los Angeles	13,441,300 (in 2003) 100%	N/A	5,500	2,007.5
Lancaster Landfill and Recycling Center	Lancaster, Los Angeles	19,088,739 (2006) 71.6%	8/2/2012	1,700	620.5

Primary Source: *Draft EIR - Antelope Valley Public Landfill CUP*. City of Palmdale. December 2005.

Other sites: California Integrated Waste Management Board, 2007.

As indicated in the table, all but two of the 12 landfills have scheduled closure dates within the time frame of the General Plan update, although Orange County is currently moving forward with expansion plans for both the Bowerman and Olinda Alpha landfills, which would extend the capacities and effective lives of these facilities.

Throughout California and in urban areas in particular, diminishing landfill space is a continuing concern. In response, the California Integrated Waste Management Act of 1989 (AB 939) was passed, mandating local governments to develop a long-term strategy for the management and diversion of solid waste, and requiring cities and counties to divert 50 percent of their solid waste (relative to the baseline year). According to the State Integrated Waste Management Board, Vernon diverted 57 percent of its waste in 2002. The estimated diversion rate for 2003 is 56 percent, and 53 percent for 2004.

Thresholds for Determining Significance

For the purpose of this Supplemental EIR, a significant impact will occur if implementation of the project would:

- A. Not have sufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements needed.
- B. Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

Environmental Impacts

Impact 4.5.A Water Supply

The certified General Plan EIR found that impacts related to sufficient water supply will be less than significant. The certified General Plan EIR analysis indicates that new development will replace older, less efficient buildings in the built out city with modern buildings using more efficient plumbing fixtures. In addition, implementation of the previous General Plan update and revised Zoning Ordinance would result in a decrease in overall building square footage citywide of 1.2 million square feet. The certified General Plan EIR determined that because the future mix of land uses will be similar, older buildings will be replaced by newer more efficient

buildings, and there is an anticipated 1.2 million square foot decrease in development, future demand for domestic water is not anticipated to increase beyond current levels.

The certified General Plan EIR references the City's 2005 Urban Water Management Plan (UWMP). According to the 2005 UWMP, by 2025 the number of acre-feet produced from wells is not expected to increase substantially, and the amount purchased from CBMWD is expected to increase from 3,350 acre-feet to 4,350 acre-feet. By 2025, Vernon's water supply profile is projected to be 28.3 percent from groundwater, 15.3 percent from CBMWD, and 56.4 percent from recycled sources.

According to the 2010 UWMP, by 2035, Vernon's water supply profile is projected to be 36.7 percent from groundwater, 9.8 percent from CBMWD, and 53.5 percent from recycled sources. Total projected supply in the normal year, single dry year, and multiple dry year scenarios exceed projected demand within Vernon.⁴ Therefore, impacts will remain consistent with the analysis provided in the certified General Plan EIR as **less than significant**.

Impact 4.5.B Solid Waste

The certified General Plan EIR found that impacts related to landfill capacity will be less than significant. Overall development in Vernon will decrease by approximately 1.2 million square feet over the life of the certified General Plan update. The certified General Plan EIR determined that the mix of future uses is expected to be similar to existing conditions. Due to the anticipated decrease in the total amount of development in Vernon, solid waste generation is not expected to change.

According to the Cal Recycle Solid Waste Characterization Database, retail/service/commercial uses can generate up to 3.3 tons per employee per year of solid waste. Manufacturing uses can generate up to 3.1 tons per employee per year. Although the disposal rate for retail/service/commercial uses is higher than that of manufacturing, the Southern California Association of Governments' (SCAG) Employment Density Study shows that for Los Angeles County, the average employees per square foot of retail, service, and office uses are lower than that of manufacturing uses.⁵ Therefore, with the addition of the commercial overlay, future commercial development will replace older manufacturing and industrial uses, reducing the amount of solid waste generated by the City as a whole. Impacts will remain consistent with the analysis provided in the certified General Plan EIR as **less than significant**.

Mitigation Measures

Impacts will be less than significant at the programmatic and individual project levels, and no mitigation is required.



Level of Significance after Mitigation

None

References

- ¹ The sources of information for this section are as follows: *2002 Annual Report of the City of Vernon – Public Works & Water Sections*. City of Vernon, 2002. *2005 Urban Water Management Plan*. City of Vernon. December, 2005.
- ² Civiltec Engineering, Inc. *City of Vernon 2010 Urban Water Management Plan: Volume 1 – Report*. June 2011.
- ³ California Water Service Company. *2010 Urban Water Management Plan: East Los Angeles District*. June 2011.
- ⁴ Civiltec Engineering, Inc. *City of Vernon 2010 Urban Water Management Plan: Volume 1 – Report*. June 2011.
- ⁵ The Natelson Company. Inc., *Employment Density Study*. October 31, 2001.



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5	Alternatives
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Alternatives 5.0

Section 15126.6 of the CEQA Guidelines requires that an EIR describe a “range of reasonable alternatives” to a project which would “feasibly obtain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.” The impacts associated with each alternative are compared to the impacts of the proposed project. Because the analysis in the certified EIR indicates that project-related significant impacts can be fully mitigated and that unavoidable significant impacts result from cumulative considerations (project impacts combined with growth activity in the region), the range of alternatives is limited. The analysis and conclusions contained in this Supplemental EIR is consistent with that of the certified EIR. Therefore, this section will evaluate the same alternatives. Alternatives evaluated in this EIR are:

- Alternative 1: No Project/Existing General Plan (required by Section 15126.6[e] of the CEQA Guidelines)
- Alternative 2: Additional railway/roadway grade separations
- Alternative 3: Zoning Ordinance provisions that allow warehousing facilities of less than 50,000 square feet citywide
- Alternative 4: No truck and freight terminal overlay

Alternative Project Location

Section 15126.6(f)(2) states that an EIR should determine whether some or all of the project significant effects could be avoided or substantially lessened by siting the project at an alternative location. Because the subject project encompasses the entire City of Vernon and unincorporated properties within the planning area, an alternative location does not represent a feasible project alternative; this alternative is therefore dismissed from further consideration.

Alternatives Considered but Rejected

In the course of identifying project alternatives during preparation of the certified EIR, the City considered but rejected from further consideration the widening of Santa Fe Avenue throughout the City. The City rejected the widening of Santa Fe Avenue as a feasible alternative because almost all buildings along this key corridor have been constructed to the front property line. Acquisition of additional rights-of-way would involve the removal or significant narrowing of sidewalks and possibly removal of buildings. This action would create unsafe conditions along one of the roadways in the City where commercial business activity is to be focused to support the needs of the worker population; the alternative is therefore rejected.

A second alternative considered but rejected as infeasible is the widening of Soto Street along its entire stretch through Vernon. The Circulation and Infrastructure Element already provides for increased road width along Soto Street from Bandini Boulevard to the north City limit. Specifically, the Soto Street/26th Street intersection would be improved to increase capacity. Similar to Santa Fe Avenue, portions of Soto Street south of Bandini Boulevard have buildings constructed to the

front property line. Acquisition of additional rights-of-way would involve the removal or significant narrowing of sidewalks and possibly removal of buildings. In addition, the focused General Plan and Zoning Ordinance update proposes expansion of the commercial overlay to encompass Soto Street north of Fruitland Avenue. Therefore, this action would create unsafe conditions along a roadway where commercial activity is to be focused and involve costly right-of-way acquisition and therefore is rejected.

The City also considered the widening of the two blocks of E. Slauson Avenue that pass through Vernon, between S. Boyle Avenue and the Union Pacific Railroad line, to five or six lanes. Slauson Avenue is a major regional roadway, and any improvements to enhance capacity and traffic movement would require coordination among the many cities and Los Angeles County Public Works. While the City supports any regional plans developed to improve this roadway, the traffic study prepared in conjunction with the certified EIR concluded that the City's isolated action of addressing the two blocks within Vernon would not achieve measurable local improvements. In addition, the focused General Plan and Zoning Ordinance update proposes expansion of the commercial overlay to encompass this area.

Lastly, the City considered reorienting parallel streets as one-way streets to improve traffic flow. However, this alternative was rejected because Vernon's street system lacks an adequate grid structure to allow for such traffic flows to function properly and efficiently.

Alternative 1: No Project

This alternative is analyzed within the certified EIR and this Supplemental EIR as it is required under CEQA Guidelines Section 15126.6(e). According to Section 15126.6(e)(2) of the CEQA Guidelines, the no project analysis shall discuss, "... what is reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." This alternative assumes that the focused General Plan Zoning Ordinance update would not be adopted and implemented. Instead, the Vernon planning area would continue to be redeveloped according to the existing land use map and apply with current zoning regulations as described in the certified EIR. The General Plan updated analyzed in the certified EIR included the establishment of a Commercial Overlay District and the elimination of the 2009 Rule requiring all businesses that have nonconforming parking and/or loading facilities to achieve conformity by 2009. The No Project alternative would have resulted in the continued implementation of the 2009 Rule and the General Plan land uses without the Commercial Overlay.

In particular, the current Commercial Overlay would remain in effect; the focused General Plan and Zoning Ordinance update would replace the current Commercial Overlay with two expanded C-1 and C-2 Overlays along Santa Fe Avenue, Pacific Boulevard, Soto Street north of Fruitland Avenue, East Slauson Avenue, and along the eastern boundary of the City. Also, the No Project alternative would not involve

establishment of a Truck and Freight Terminal north of 37th Street west of Downey Road and north of the Los Angeles River east of Downey Road.

As discussed in Section 3.0 – Project Description of this EIR, the focused General Plan and Zoning Ordinance update provides for continuation of long-established land use policy and maintaining Vernon as an exclusively industrial city with limited housing and the possibility of commercial. Because the updated General Plan does not provide for any increase in permitted land use intensities, the City assumes that trends over the last ten years of an actual decline in building square footage citywide would continue under either current General Plan policy or the updated General Plan. Future development will result in newer buildings with reduced lot coverage due to setback and parking requirements, consistent with current zoning regulations.

Comparison of Impacts to Proposed Project

The No Project alternative analyzed in the certified EIR has the potential to accelerate privately initiated reuse and redevelopment activity due to the application of the 2009 Rule and thereby, possibly to reduce overall building area in Vernon. The certified EIR determined that depending on the types of development proposed over the long term, reduced development citywide would reduce vehicle trips and associated air emissions and decrease demand for potable water. Industrial use comprises much of Vernon and the extent of businesses using or storing hazardous materials could be expected to remain, depending upon the individual new uses established over the long term. The certified EIR determined that the overall level of impact could be slightly lower than that associated with the proposed project.

The continued application of the 2009 Rule has the potential to improve traffic flow on City streets as on-street loading activity will be prohibited and on-street parking will be minimized due to the enforcement of off-street parking requirements. In this regard, the No Project Alternative was considered environmentally superior to the proposed project.

With regard to noise impacts, almost all local impacts are associated with regional traffic noise and rail traffic, neither of which would be expected to be affected by the No Project scenario. No change in impact would result.

The certified General Plan Land Use plan designates the entire city as Industrial with the possibility of commercial within the designated Commercial Overlay. The proposed project includes the expansion and implementation of two commercial overlay zones and the establishment of a Truck and Freight Terminal Overlay Zone. The focused General Plan and Zoning Ordinance update does not propose any changes in underlying land use designations or building intensities. Consistent with the certified General Plan, privately initiated reuse and redevelopment activity would result in overall reduced building area in Vernon with the enforcement of parking and setback requirements. Impacts related to air quality, hazards, noise,

traffic, and utilities for the No Project alternative would be equivalent to impacts associated with the proposed project.

Alternative 2: Additional Railway/Roadway Grade Separations

Many rail lines cross streets in Vernon at grade with frequent train activity between the ports of Los Angeles and Long Beach largely serving the Hobart Yard and other regional cargo redistribution facilities. Intense rail activity historically has created rail/roadway conflicts in Vernon. However, as stated in the certified EIR, the City has experienced a substantial decrease in rail traffic and associated congestion as a result of the 2002 completion of the expressway Alameda Corridor. The key environmental impact identified in the certified EIR was traffic. This alternative as analyzed in the certified EIR considers including specific policies in the General Plan to pursue rail/road grade separations at Bandini Boulevard/Downey Road, Pacific Avenue, Vernon Avenue, and District Boulevard/Downey Road.

During preparation of the certified EIR and currently, the Circulation and Infrastructure Element includes the following policy, which is non-specific regarding grade separations to be pursued:

POLICY CI-1.6: Continue to pursue grade separation for railroad crossings on designated streets.

Comparison of Impacts to Proposed Project

The City has not conducted an analysis of the effects of providing grade separations at the above locations. However, such improvements would have the potential to improve traffic flow and possibly result in reduced air pollutant emissions due to reduced vehicle idling time while waiting for trains to cross roadways. With this assumption, the certified EIR determined that traffic and air quality impacts associated with Alternative 2 would be expected to be reduced relative to the General Plan update.

With regard to hazards, increased grade separations would reduce the risk of train/roadway vehicle accidents at those locations where separations would be provided. Risk of upset would be slightly reduced.

With regard to water use and landfill capacity, grade separations would have no effect.

With regard to noise impacts, the relative impact would depend upon the configuration of the grade separation. Because the grade separation locations cited above all pass through exclusively industrial areas where noise is not a major concern, the relative noise impacts would be equivalent to those associated with the project. Train horn noise would be reduced since train crossing would be eliminated.

With completion of the Alameda Corridor to Los Angeles and ongoing plans for the Alameda Corridor East, which will extend this dedicated freight rail line through the San Gabriel Valley, allowing for freight movement to the Inland Empire, emphasis will continue to be placed on using the Alameda Corridor instead of local rail lines. Based on information City of Vernon staff has received from responsible rail agencies, grade separations in Vernon are no longer being considered. Thus, this alternative may not be achievable during the life of the General Plan update.

Impact comparison of Alternative 2 to the proposed focused General Plan and Zoning Ordinance update is consistent with that of the certified General Plan update. Air quality, hazard, and traffic impacts associated Alternative 2 would be reduced with the inclusion of specific policies to pursue rail/road grade separations compared to the proposed project. Impacts with regard to noise and utilities will be equivalent. As determined by the certified EIR, emphasis will be placed on using the Alameda Corridor instead of local rail lines. Therefore, due to the uncertainty associated with future rail/road grade separation opportunities, this alternative may not be achievable.

Alternative 3: Zoning Provisions to Permit Warehousing Citywide

At the time of preparation of the certified EIR, the Zoning Code did not allow warehousing facilities to locate throughout the City, with the size of non-refrigerated warehouses limited to 50,000 square feet. The certified EIR discussed allowing warehouse use less than 50,000 square feet to locate anywhere in the City as Alternative 3. However, since certification of the Program EIR, the zoning code has been amended to allow warehouse use to locate within the Industrial zone, which encompasses the entire city. Therefore, Alternative 3 analyzed in the certified EIR is no longer applicable and will not be discussed further.

Alternative 4: No Truck and Freight Terminal Overlay

This alternative will consist of the removal of the Truck and Freight Terminal Overlay Zone from the proposed project. The proposed focused General Plan and Zoning Ordinance update includes a Truck and Freight Terminal Overlay Zone in the northern portion of Vernon (north of 37th Street and the Los Angeles River) to encompass over 1,065 net acres. According to the Vernon Zoning Ordinance, a freight terminal is where goods or freight are transferred or redistributed from one vehicle to another and a truck terminal is used primarily for storage, maintenance, or servicing of highway-type vehicles not limited to trucks and buses.

Comparison of Impacts to Proposed Project

Elimination of the Truck and Freight Terminal Overlay Zone from the proposed project has the potential to reduce impacts related to traffic, air quality, and noise. Freight terminals include high turnover of transported goods, resulting in increased and continuous truck trips in the area. Diesel trucks are a major contributor to PM_{2.5} concentrations, and truck and freight terminal uses could increase the number of diesel trucks on local roads, thereby increasing the area's PM_{2.5} concentrations.

Overall, local and regional air quality impacts would be reduced under this alternative.

Truck and freight terminal use in Vernon is facilitated by the use of heavy-duty trucks delivering products to and from the facility. Because this is the functional nature of truck and freight terminals and industrial and warehouse uses may not require as much direct trucking, the impact on the transportation system may be slightly reduced without the allowance of truck and freight terminal use in the northern portion of the city.

The largest contributor to ambient noise in Vernon is vehicle traffic, especially that of heavy-duty trucks. Additional noise is created at many of the industrial sites in the City. Truck and freight terminal uses will contribute to noise from the delivery system inherent in their operations, with large trucks entering the City for deliveries and pick-ups. On site, most noise is generated by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building. As truck and freight terminal uses may have higher levels of noise on site associated with the continuous loading and unloading of goods, noise impacts would be slightly reduced without the allowance of truck and freight terminal use.

Many industrial facilities in Vernon use and store hazardous materials. Businesses are required to obtain hazardous materials permits for keeping those materials at the business. In the Industrial (I) zoning district, hazardous waste facilities are permitted subject to a conditional use permit. The uses, whether warehousing, manufacturing, or truck and freight terminal would be subject to the same local, state, and federal regulations regarding hazardous materials. Because a similar amount and type of hazardous materials would likely be present in the planning area under this alternative, this alternative would result in a similar impact related to hazards, which is less than significant.

Trucking and freight terminal uses are relatively low impact on water and solid waste systems, in comparison to many industrial uses. Industrial uses have the potential to be very water intensive, especially if water is used for cooling in an industrial process. Truck and freight terminals, in comparison, generally use less water. Additionally, because manufacturing does not occur on site with truck and freight terminal uses, the level of waste generated would be comparably less. The primary waste product from truck and freight terminal activities is likely to be packaging materials and waste from the repair and maintenance of vehicles. Overall, the impact on utilities (excluding roads) would be slightly increased if truck and terminal uses are not allowed.

Relative Comparison of Impacts

Table 5-1 summarizes the relative impacts of each of the four project alternatives compared to the proposed project.

**Table 5-1
Comparison of Alternatives to the Project**

Alternative	Issue and Impact Relative to the Project				
	Air Quality	Hazards	Traffic	Water/Landfills	Noise
Alternative 1: No Project	Impact equivalent	Impact equivalent	Impact equivalent	Impact equivalent	Impact equivalent
Alternative 2: Grade Separations	Impact slightly reduced	Impact slightly reduced	Impact slightly reduced	Impact equivalent	Impact equivalent
Alternative 3: Allow Warehousing	N/A	N/A	N/A	N/A	N/A
Alternative 4: No Truck and Freight Terminal Zoning Overlay	Impact slightly reduced	Impact equivalent	Impact slightly reduced	Impact slightly reduced	Impact slightly reduced



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6	Analysis of Long Term Effects
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Analysis of Long Term Effects 6.0

CEQA requires the discussion of the cumulative impacts, growth-inducing impacts, and long-term impacts of proposed projects. The following sections address these issues as they relate to implementation of the City of Vernon General Plan update and revised Zoning Ordinance.

Cumulative Impacts

The CEQA Guidelines define cumulative effects as “two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts.” The CEQA Guidelines further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable future projects (Section 15335). The CEQA Guidelines allow for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

List Method - A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

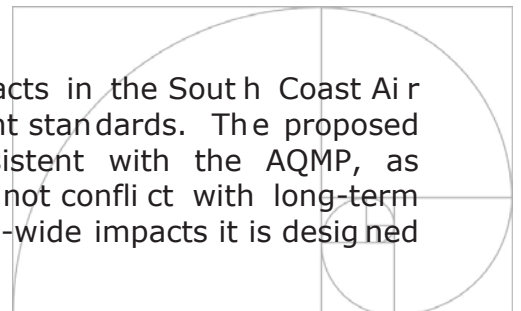
Regional Growth Projections Method - A summary of projects contained in an adopted general plan or related planning document or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact (Section 15130).

The certified General Plan EIR utilized the List method for cumulative impact analysis due to the updated General Plan and revised Zoning Ordinance addressing all properties in the City, projected decline in development square footage, and stability in housing population. The Cities of Huntington Park, Commerce, Bell, Maywood, and Los Angeles, and the County of Los Angeles were consulted in the preparation of a list of large development projects. Cumulative impacts associated with the adoption and implementation of the certified General Plan EIR was analyzed when considered with planned developments in the surrounding communities.

The following discusses the cumulative impacts associated with adopting and implementing the proposed Vernon General Plan and zoning ordinance update.

Air Quality

The context for assessing cumulative air quality impacts in the South Coast Air Basin is in terms of national and state criteria pollutant standards. The proposed General Plan and zoning ordinance update is consistent with the AQMP, as discussed in Section 4.1; therefore, the project will not conflict with long-term implementation of the AQMP and the cumulative, Basin-wide impacts it is designed to reduce.



The City will continue to evaluate short-term, construction-related impacts and long-term impacts for discretionary land use projects, so that best available control measures can be applied, where warranted, to minimize the effects of individual development projects. Thresholds recommended by the SCAQMD will continue to be the preferred criteria for determining the level of impact significance at the project level of review. The proposed project would not authorize any particular project or any exemptions from or conflicts with the AQMP and would not result in any direct air quality impacts.

However, as determined in the certified General Plan EIR, potential development projects in the surrounding area would represent substantial new development to the region that will attract new vehicle trips and generate associated pollutant emissions. Despite land use policies and practices and regional efforts to reduce pollutant emissions, emissions associated with regional development, when added to existing pollutant emissions, are anticipated to result in continued overall emission levels in excess of SCAQMD thresholds. Although Vernon and other jurisdictions will be required to adopt and implement measures to work toward AQMP air quality improvement goals, the increase is cumulatively considerable.

Therefore, consistent with the certified General Plan EIR, the proposed project's contribution to cumulative air quality impacts would be **significant and unavoidable**. As the proposed General Plan and zoning ordinance update would result in reduced development intensity compared to the certified General Plan EIR, cumulative impacts as a result of the proposed project would not be increased.

Hazards and Hazardous Materials

The context for assessing cumulative hazardous materials impacts involves existing and potential development within the planning area and those surrounding areas that could result in the transport, use, or disposal of hazardous materials or wastes. Typical uses would include industrial activities, utility providers, and waste management services.

As future development occurs within the planning area, the possibility exists that industries using hazardous materials will locate proximate to sensitive uses. The cumulative impact of regional development on public safety is potentially significant, but can be reduced to a less than significant level through implementation of the mitigation measures included in the certified Program EIR, including continued implementation of the City of Vernon's Hazardous Materials Monitoring Program and continued implementation activities to assure that hazardous wastes generated by Vernon businesses are handled and disposed of according to federal, state, and local regulations. Vernon will continue to require every business to maintain a list of material safety data sheets for the chemicals and other hazardous materials used or stored on site in accordance with law, and to provide that list to the Fire Department and Environmental Health Department. Enforcement of state, county, and local hazardous material regulations will reduce significant public health hazards to a less than significant level. As a result, consistent with the certified Program EIR, implementation of the focused General

Plan and zoning ordinance update will result in no significant cumulative impact with respect to hazards and hazardous materials.

Noise

Implementation of the proposed focused General Plan and zoning ordinance update would not generate new stationary noise sources outside of the planning area and would not, therefore, result in cumulatively considerable noise impacts involving stationary sources. Additional traffic volumes associated with future growth in the planning area would combine with regional traffic on major, inter-jurisdictional roads and highways leading to Vernon that would contribute to cumulative effects involving roadway noise. Consistent with the findings of the certified EIR, the level of traffic noise attributable to Vernon-based trips that will occur outside of the planning area will increase gradually, over a long period of time, and would not result in cumulatively considerable changes in roadway noise levels in the context of regional traffic growth.

Utilities

The analysis in Section 4.5 - Utilities assesses the cumulative, long-term impact of growth within the planning area on water supply and solid waste disposal capabilities. As concluded for both of these issue areas and consistent with the certified EIR, impacts will be less than significant.

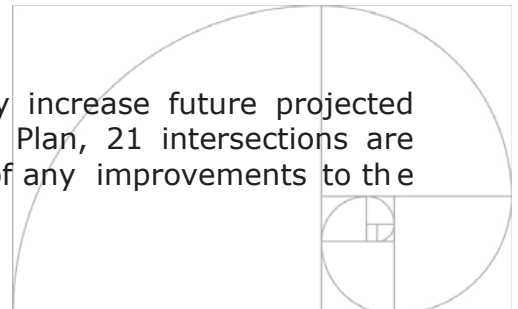
Cities in the immediate area use the same water sources and same landfills as Vernon. Both water supplies and land fill space are diminishing resources in the region. Conservation and recycling efforts are vigorously pursued at local and state levels to prolong the life of these resources. Foresight and planning represent important strategies to address long-term shortfalls. However, over the life of the focused General Plan and zoning ordinance update, these resources are anticipated to become increasingly stressed. The certified EIR concluded that conservatively, cumulative long-term impacts should be considered significant.

Transportation

The SCAG regional traffic model was used to assess impact accounts for regional cumulative growth. Based on the analysis contained in Section 4.4 - Transportation of this EIR, long-term implementation of the focused General Plan and zoning ordinance update and cumulative regional growth will result in the reduction of the level of service (LOS) to LOS F from the previous 2030 General Plan prior to mitigation at the following intersections:

- Soto Street at Vernon Avenue
- Downey Road at Bandini Boulevard

Although the proposed update would not substantially increase future projected 2035 impacts compared to the current 2030 General Plan, 21 intersections are projected to operate at LOS E and F in the absence of any improvements to the circulation network.



Implementation of mitigation measures identified in the Program EIR may allow the City to maintain its level of service objectives for the local road network over the long term. Funding has been secured and implementation of the Los Angeles County Automated Traffic Surveillance and Control System (ATSAC) has begun. However, no funding has been identified for mitigation measures listed in the Program EIR. The only other funded improvement is the extension of 26th Street, which has been completed since 2007. Further, the responsibility of funding and completing I-710 improvements lies with Caltrans. As such, construction of the bridge and freeway improvements cannot be guaranteed as traffic impact mitigation measures for the purposes of this EIR. The number of intersections projected to operate at a level of service worse than the City's adopted minimum of LOS D will remain the same as the certified General Plan, but will increase from 16 intersections during existing conditions to 18 with implementation of the proposed General Plan and zoning ordinance update. The proposed General Plan Update will not result in substantial changes in long-term traffic impacts when compared to the analysis provided in the certified EIR, as discussed in Section 4.4. Impacts will remain **significant and unavoidable**.

Growth-Inducing Impacts

Growth-inducing effects include ways in which the proposed General Plan and zoning ordinance update could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. A prime example is a major infrastructure project or road extension which provides urban service capacities to currently undeveloped areas, thus removing an obstacle to population growth.

The proposed General Plan and zoning ordinance update is specifically intended to provide for the orderly growth of the planning area to achieve economic, environmental and quality of life benefits. Nothing in the General Plan and zoning ordinance update proposes new infrastructure systems to facilitate growth of undeveloped areas that were not proposed in the existing General Plan. There are no proposed policies, regulations, or ordinances that are part of the project or implied by the General Plan and zoning ordinance update that will encourage or enable significantly higher levels of growth than have been anticipated in regional forecasts by SCAG. Improvements to the road, storm drain, potable water, and sewer systems, including those listed in this Supplemental EIR, are intended to achieve desired levels of service as growth occurs, rather than facilitate growth beyond what is planned for in the existing General Plan. Projects permitted pursuant to land use policy will provide for additional housing, an emergency shelter, an expanded commercial district, slaughtering and rendering use, and trucking and freight terminals.

Energy Conservation

Introduction

This energy conservation analysis has been prepared pursuant to California Public Resources Code Section 21100(b)(3) and Appendix F of the CEQA Guidelines.

The purpose of this analysis is to assess the short- and long-term energy demand of the proposed project, identify proposed and required conservation measures, and assess the extent to which the proposed project would conserve energy. Project energy demand will not be wasteful, inefficient, or unnecessary if it does not increase energy demand over typical construction and operating requirements.

Appendix F of the State CEQA Guidelines states that the goal of assessing energy conservation in a project is to ensure the wise and efficient use of energy. Energy efficiency is achieved by decreasing energy consumption, decreasing reliance on fossil fuels, and increasing reliance on renewable energy sources. The guidelines for analysis of energy conservation provided in Appendix F of the State CEQA Guidelines are provided herein.

CEQA Appendix F: Energy Conservation

I. Introduction

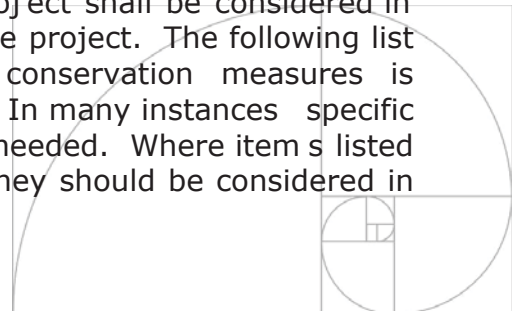
The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

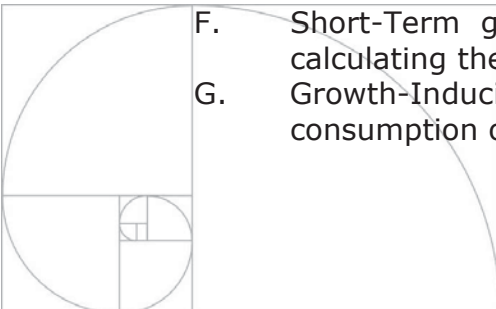
In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.

II. EIR Contents

Potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances specific items may not apply or additional items may be needed. Where items listed below are applicable or relevant to the project, they should be considered in the EIR.



- A. Project Description may include the following items:
1. Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
 2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
 3. The effects of the project on peak and base period demands for electricity and other forms of energy.
 4. The degree to which the project complies with existing energy standards.
 5. The effects of the project on energy resources.
 6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.
- B. Mitigation Measures may include:
1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
 2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid waste.
 3. The potential for reducing peak energy demand.
 4. Alternative fuels (particularly renewable ones) or energy systems.
 5. Energy conservation which could result from recycling efforts.
- C. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.
- D. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.
- E. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.
- F. Short-Term gains versus Long-Term Impacts can be compared by calculating the project's energy costs over the project's lifetime.
- G. Growth-Inducing Effects may include the estimated energy consumption of growth induced by the project.



Energy Demand

Short-term energy demand would result from development construction pursuant to implementation of the proposed project. This would include energy demand from worker and vendor vehicle trips and construction equipment usage. Long-term energy demand would result from operation of various development types pursuant to implementation of the proposed General Plan and zoning ordinance update. This would typically include energy demand from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. This section generally describes the energy needs of these activities.

Construction Activities

The proposed General Plan and zoning ordinance update will not directly result in construction of any development or infrastructure; however, future development supported by the policies of the General Plan will result in short-term energy demand. Short-term energy demand will occur during site preparation, grading, building construction, paving, and painting activities associated with new development. Energy demand results from use of equipment, worker, vendor, and hauling trips.

Operational Activities

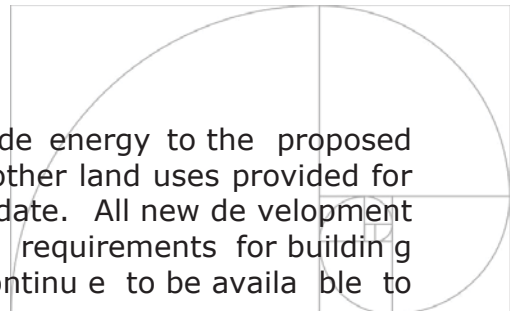
The proposed General Plan and zoning ordinance update will not directly result in operation of any development or infrastructure; however, future development supported by the policies of the General Plan will result in long-term energy demand. Long-term energy demand will occur primarily from mobile sources, electricity and natural gas use, and water and wastewater.

Mobile Sources

Mobile source energy demand primarily is associated with individual vehicle energy demand and therefore gasoline and diesel fuel primarily as well as electricity increasingly for electric vehicles. Mobile source energy demand may also be associated with public transportation such as buses and trains associated with natural gas, diesel fuel, or electricity. Of all operational energy demands, the proposed General Plan and zoning ordinance update seeks most to reduce the energy demand of mobile sources through improved land use and circulation network planning to reduce reliance on individual vehicles and promote use of public transportation as well as non-motorized transportation such as walking and biking. By seeking to reduce the amount of individual vehicle usage, the proposed General Plan and zoning ordinance update would achieve reductions in mobile source operational energy demand.

Electricity and Natural Gas Use

Electricity and natural gas would be required to provide energy to the proposed development of residential, commercial, industrial and other land uses provided for in the proposed General Plan and zoning ordinance update. All new development and redevelopment would be subject to current CBC requirements for building energy efficiency. Other opportunities would also continue to be available to



existing and new development to incorporate energy saving features or renewable energy sources into buildings.

Water and Wastewater

Electricity will indirectly be required to treat and convey water to and convey wastewater from development that implements the proposed General Plan and zoning ordinance update. Pursuant to the Water Conservation in Landscaping Act, outdoor water use will continue to be regulated for new development to plan landscaping accordingly and conserve water.

Energy Conservation

The project will be subject to state water efficiency regulations pursuant to the 2011 California Building Code (CBC) that will reduce long-term project energy demand. These requirements would reduce wasteful, inefficient, and unnecessary consumption of energy over the long-term.

California Building Code

Pursuant to the 2010 CBC CALGREEN requirements, the project will be subject to the following requirements:

- 20 percent reduction in water demand (5.303.2)
- 20 percent reduction in wastewater discharges (5.303.4)

Reduce Water and Wastewater Demand (5.303.2 & 5.303.4)

The minimum 20 percent reduction in water demand and wastewater discharges would decrease indoor water demand. This would result in a concurrent reduction in energy demand to supply, treat, and convey water and wastewater.

Conclusion

The conservation of energy will result from implementation of the CBC, Regional Greenhouse Gas Inventory and Reduction Plan, and General Plan policies seeking to maximize the use of clean and alternative fuel and power. With implementation of existing regulations and proposed policies, energy demand for development that implements the proposed General Plan and zoning ordinance update will not be wasteful, inefficient, or unnecessary.

Significant Irreversible Environmental Changes

Over the long term, development projects pursued consistent with updated General Plan land use policy and the revised Zoning Ordinance provisions will result in the consumption of non-renewable resources such as construction materials and, once projects are operational, the use of energy resources for heating, cooling, industry, transportation, etc. This use will have an irreversible effect on such resources.

The updated General Plan and revised Zoning Ordinance could result in development of urban uses in the few remaining lots in the City that are currently

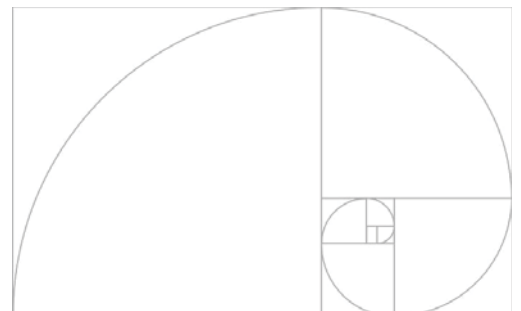
vacant. Once developed, reversion to a less urban use or open space is highly unlikely.

The irreversible commitment of limited resources is inherent in any development project, or in the case of the General Plan update, cumulative development projects. Resources anticipated to be irreversibly committed over the approximate 20-year life of the General Plan update include, but are not limited to, lumber and other related forest products; sand, gravel, and concrete; petrochemicals; construction materials; steel, copper, lead and other metals; and water. Implementation of the General Plan update represents a long-term commitment to the consumption of fossil fuel oil and natural gas.

Unavoidable Significant Environmental Impacts

Consistent with the certified General Plan EIR, implementation of the updated General Plan and revised Zoning Ordinance will result in the following significant, unavoidable project-level and cumulative impacts:

- Air Quality: Cumulative
- Traffic: Cumulative impact on surface streets and Interstate 710
- Utilities: Cumulative impact on water and landfill resources



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7	Effects Found Not to be Significant
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Effects Found Not to Be Significant 7.0

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the EIR. The Initial Study prepared for the City of Vernon Focused General Plan and Zoning Ordinance Update and circulated on September 13, 2012 determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this SEIR. Please refer to Appendix A (Initial Study) for explanations of the basis for these conclusions.

Aesthetics

- Scenic Vistas – No Impact
- Scenic Resources – No Impact
- Visual Character – No Impact

Agriculture Resources

- Farmland Mapping and Monitoring Program – No Impact
- Agricultural Zoning and Land Use – No Impact
- Farmland Conversion – No Impact

Biological Resources

- Sensitive Natural Communities – No Impact
- Wetlands – No Impact
- Wildlife Migration – No Impact
- Conservation Planning – No Impact

Cultural Resources

- Historical Resources – Less than Significant Impact
- Archaeological Resources – Less than Significant Impact
- Paleontological Resources – No Impact
- Human Remains – No Impact

Geology and Soils

- Surface Fault Rupture – Less than Significant Impact
- Strong Seismic Ground Shaking – Less than Significant Impact
- Liquefaction – Less than Significant Impact
- Landslides – No Impact
- Loss of Topsoil – Less than Significant Impact
- Expansive Soils – Less than Significant Impact
- Septic Tanks – No Impact

Hydrology and Water Quality

- Water and Wastewater Standards – Less than Significant Impact
- Groundwater Supplies and Recharge – Less than Significant Impact

- On – and Off-Site Erosion – Less than Significant Impact
- On- and Off-Site Flooding – Less than Significant Impact
- Storm Drain Capacity and Runoff – Less than Significant Impact
- 100-Year Flooding and Housing – Less than Significant Impact
- Impedance or Redirection of 100-Year Flooding – Less than Significant Impact
- Dam or Levee Failure – Less than Significant Impact
- Seiche, Tsunami, or Mudflow – No Impact
- Stormwater Velocity and Runoff – Less than Significant Impact

Land Use and Planning

- Division of Communities – No Impact
- Planning Conflicts – Less than Significant Impact
- Conservation Planning – No Impact

Mineral Resources

- Loss of Mineral Resources – No Impact

Population and Housing

- Population Growth – Less than Significant Impact
- Displacement of Housing – No Impact
- Displacement of People – No Impact

Public Services

- Schools – Less than Significant Impact
- Parks – Less than Significant Impact
- Other Services – Less than Significant Impact

Recreation

- Deterioration of Facilities – Less than Significant Impact
- Expansion of Facilities – Less than Significant Impact

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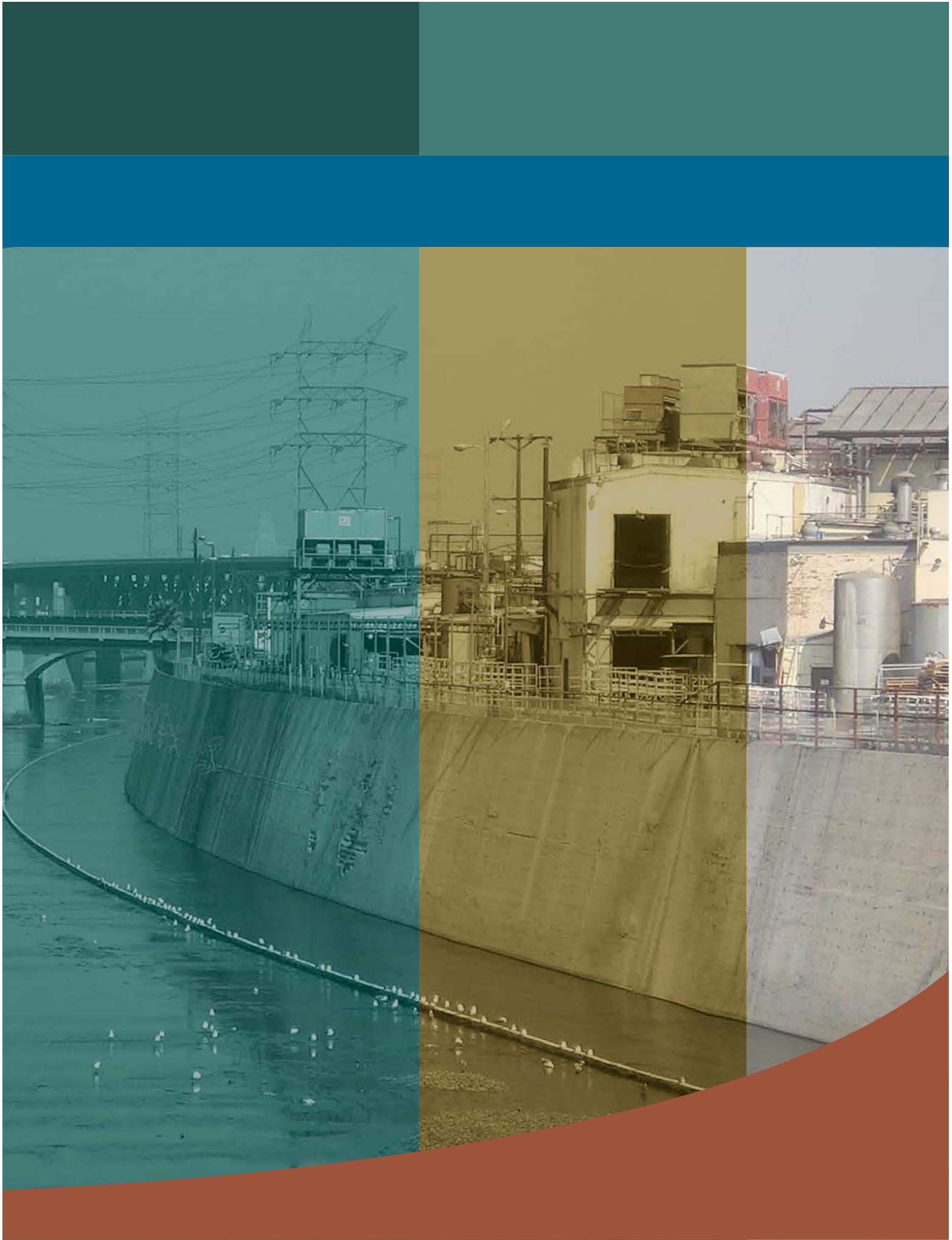
Organizations and Persons Consulted 9.0

None



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Volume 2

Supplemental Environmental Impact Report

(State Clearinghouse No. 2007061031)

City of Vernon
Focused General Plan and Zoning Ordinance Update

December 2014

Lead Agency:
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Appendix A Notice of Preparation/Initial Study

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DRAFT INITIAL STUDY

City of Vernon Focused General Plan and Zoning Ordinance Update

September 12, 2012

Lead Agency:

City of Vernon
Department of Community Services & Water
4305 Santa Fe Avenue
Vernon, CA 90058

Consultant to the Lead Agency:

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Hogle-Ireland
Planning & Development Consulting

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1 Introduction

The City of Vernon (Lead Agency) adopted comprehensive updates to the City of Vernon General Plan and Zoning Ordinance on December 3, 2007. The General Plan is a comprehensive, long-range plan that guides decisions relating to land use, transportation, housing, public safety, use of open space and natural resources, parks and recreation, and noise in the community. The Zoning Ordinance implements the land use policies contained in the General Plan. In conjunction with approval of the General Plan and Zoning Ordinance in 2007, the Vernon City Council certified a Final Program Environmental Impact Report (General Plan and Zoning Ordinance EIR) (State Clearinghouse No. [SCH] 2007061031), which evaluated, at a program level of analysis, the environmental consequences of long-term implementation General Plan. The Program EIR also examined alternatives to the project and recommended mitigation measures that would reduce or avoid the project's significant impacts. The General Plan and Zoning Ordinance EIR found that the project would result in the following significant impacts that could not be fully mitigated:

- traffic on local surface streets and freeways (at both the project level and on a cumulative basis),
- cumulative air quality impacts
- cumulative utilities impacts

The City of Vernon has prepared this Initial Study for use in determining whether the impacts associated with the currently proposed General Plan Amendments, Zoning Ordinance Amendments, and Zoning Map changes (collectively referred to as the "project" or "Proposed Focused Update") were addressed in the 2007 General Plan EIR. Based on the analysis contained in this Initial Study, the City will determine whether a subsequent or supplemental EIR – or no further review pursuant to the California Environmental Quality Act (CEQA, Public Resources Code § 21000 et seq.) and the CEQA Guidelines (Government Code § 15000 et seq.) — is required.

Under CEQA, a subsequent or supplemental EIR to a previously certified EIR is required if one or more of the following circumstances arises:

- (1) Substantial changes are proposed in the project which will require major revisions in the previous EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines, § 15162, subd. (a)(1));
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (CEQA Guidelines, § 15162, subd. [a][2]); or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

2 Introduction

- (d) Mitigation measures or alternatives, which are considerably different from those analyzed in the certified EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, §15162, subd. (3)(a)–(d), see also Pub. Resources Code, § 21166).

The lead agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

- (1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
- (2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation (CEQA Guidelines, § 15163).

The 2007 General Plan and Zoning Ordinance EIR is available for review at the City of Vernon Community Services and Water Department, 4305 Santa Fe Avenue, Vernon, CA 90058.

This Initial Study concludes that a Supplemental EIR to the Vernon General Plan and Zoning Ordinance Program EIR is required for the Proposed Focused Update. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the proposed project in the changed situation, as only very limited land use changes are proposed.

2 Project Description

2.1 – Project Title

City of Vernon Focused General Plan and Zoning Ordinance Update

2.2 – Lead Agency Name and Address

City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

2.3 – Contact Person and Phone Number

S. Kevin Wilson, Director of Community Services and Water
(323)583-8811

2.4 – Project Location

The project applies to all parcels within the City of Vernon and the City's sphere of influence. Vernon is located in the central portion of Los Angeles County, directly south of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. The City's planning area encompasses approximately 5.2 square miles. Exhibit 1 (Regional Location and Vicinity Map) illustrates the Vernon's location within Los Angeles County and its local context.

2.5 – Project Sponsor's Name and Address

City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

2.6 – General Plan Land Use Designation

Industrial with various overlays (see Exhibit 2)

2.7 – Zoning District

Industrial with various overlays (see Exhibit 3)

2.8 – Project Description

The City of Vernon adopted a comprehensive update to the General Plan and Zoning Ordinance in 2007. A Program Environmental Impact Report (PEIR) was prepared at the time and certified by the Vernon City Council. In the past, the City has adopted and implemented land use policy that allowed for very limited housing in Vernon (restricted to existing residences) due to the unique and ubiquitous industrial nature of the City. However, in 2011 the City Council committed to implementing new good governance practices that included adopting land use policies aimed at increasing the voting populous. Specifically, the City has determined that additional properties

2 Project Description

could be designated for residential use and has identified specific locations where new housing development would be permitted to occur. The City has drafted land use policies and zoning regulations that would allow such development to occur.

The proposed project consists of several components:

- Housing Element Update (2014-2021) to comply with State Housing Element law regarding timely updates and to include information on potential housing sites in the City by revising existing land-use policy which prohibited new housing. The Housing Element identifies two sites where residential housing could be permitted and one site where an emergency shelter could be permitted.
- Update to the Land Use Element to introduce new Overlays: Housing and Emergency Shelter.
- Update to the Land Use Element to expand commercial and trucking uses: Land Use Element policies regarding commercial and trucking and freight uses have been revised to expand where these uses can be established in the City.
- Update the Resources, Safety, and Noise Elements to comply with recently passed State laws and update pertinent information.
- Update the Implementation Plan (Appendix A) with new applicable policies related to the above revised policy changes.
- Revise the Zoning Ordinance to create implementing zoning overlays for new General Plan land use designation overlays and/or policies—Housing, Emergency Shelter, Truck and Freight Terminal Overlay—and to expand the area to which the Commercial Overlay applies. Additional clean-up items which do not affect the policy direction of the Zoning Ordinance are also included in this project.
- Potential housing project at 4675 52nd Drive. The City has received multiple proposals for a residential development at this location. The potential of locating new housing at this location is reviewed in this Initial Study.

Each of these components is discussed in more detail below. For the purposes of this Initial Study, the focused update to the Vernon General Plan and Zoning Ordinance, including the potential housing project at 4675 52nd Drive, is collectively referred to as “the project” and “the Proposed Focused Update.” The “planning area” is the area to which the project applies; this includes all parcels within the City of Vernon and its sphere of influence.

Update to General Plan Elements

Housing Element

The Vernon 2014-2021 Housing Element meets the very specific requirements of state law regarding the content of housing elements (Government Code, Section 65580 et seq.). State law requires that the Housing Element be updated at least every eight years, on a timeline consistent with the Regional Transportation Plan, unless extended by the legislature. Article 10.6, Section 65580–65589.8, Chapter 3 of Division 1 of Title 7 of the Government Code sets forth the legal requirements for a housing element and encourages the provision of affordable and decent housing in suitable living environments for all communities to meet statewide goals. The 2014-2021 Housing Element update is a policy document by the City of Vernon regarding its current

and projected future housing needs (as identified by the State Housing and Community Development Department, or HCD) and the Southern California Association of Governments (SCAG), and the City's goals, policies, and programs to address those identified needs. Specifically, the element details:

- Population characteristics and trends
- Employment characteristics
- The types of households in Vernon
- Special needs populations
- Housing characteristics and trends
- Constraints on the development of new housing
- Housing resources (available vacant and underutilized sites, financial resources)
- How the City will work to meet the Regional Housing Needs Assessment (RHNA) allocation assigned by SCAG and otherwise achieve housing goals

Given Vernon's status as an industrial city, the Housing Element has, in the past, promulgated the policy that no new housing will be constructed in Vernon due to the safety risks posed by the multitude of industries operating there, including many that involve the use, transport, and production of hazardous wastes. This 2014-20214 Housing Element revises that policy and identifies two potential sites for housing development that have been deemed most suitable. One of these sites is designated with a Housing Overlay in the Land Use Element. The Housing Element also addresses new State laws, including SB 2 (codified as Government Code Section 65583[a][4]), which requires jurisdictions to identify a zone in which to permit emergency (homeless) shelters by right. The Housing Element identifies an area designated with an Emergency Shelter Overlay in the General Plan and Zoning Ordinance. See Exhibit 4 for locations of both potential housing and emergency shelter sites.

Additional updates include new U.S. Census information and information to comply with SB 812 related to persons with developmental disabilities. The State Department of Housing and Community Development (HCD) will review the draft element to determine whether it meets the requirements of state law.

Land Use Element

The Land Use Element identifies the physical form of Vernon and how land will be used over the long term. This element sets forth the location, type, and intensity uses, and also establishes the desired mix and relationship between uses. Land use designations identify the types and nature of development permitted throughout the planning area. The goals and policies contained in this element provide the foundation for maintaining Vernon as a regional manufacturing and industrial center, while allowing for some commercial uses and public facilities. These policies were retained in this Proposed Focused Update.

In recognition of Vernon's unique status as an exclusively industrial city, the 2007 General Plan established a single land use category (Industrial) and three overlay districts: Commercial, Rendering, and Slaughtering. The Focused Update proposes to expand the area to which the Commercial Overlay applies. Also, regulations will permit ancillary commercial uses throughout the City on weekends, to be implemented by the Zoning Ordinance. In addition, two new overlay districts are proposed to be added: the Housing Overlay and the Emergency Shelter Overlay. Each of these overlay districts apply to one specific site within the City, respectively, that has been identified as most suitable for these uses. The Housing Overlay would permit up to an additional 60 units in the City of Vernon.

2 Project Description

Housing Overlay District

The Housing Overlay District is proposed to apply to one vacant parcel located on the east side of the City. The Housing Overlay District is applicable only to sites that have been specifically identified by the City and determined to be the best locations for housing, given surrounding uses, proximity to services and amenities, and distance from safety hazards. Residential uses are permitted in this district with a Conditional Use Permit or other discretionary review, such as a Development Agreement, given the unique safety constraints in Vernon.

Emergency Shelter Overlay District

The Emergency Shelter Overlay District is proposed to apply to a single vacant parcel located in the northwest corner of the City. The Emergency Shelter Overlay District is applicable only to sites that have been specifically identified by the City and determined to be appropriate locations for emergency shelters. This District is intended to comply with requirements of Government Code Section 65583(a)(4), as discussed in the Housing Element.

Safety Element

The Safety Element establishes policies to protect the community from natural and human-caused hazards. The element includes a discussion of those features within or near the planning area that represent a potential danger to buildings/structures, public facilities, and infrastructure. The element establishes goals, policies, and plans to minimize dangers to residents, workers, and visitors associated with seismic hazards, flooding, and hazardous materials.

The Safety Element was updated to achieve consistency with new land use and housing policies, and to comply with AB 162, enacted in 2007 and effective in 2009. AB 162 revised multiple sections of the Government Code and requires flood risk management information to be included in the Safety Element. As part of this update, new Federal Emergency Management Agency (FEMA) flood maps were added to the Safety Element. Policies were slightly revised to reflect updated housing policy. The underlying preexisting Safety Element goals remain the same.

Resources Element

The Resources Element contains goals and policies that encourage conservation and management of both cultural and natural resources, including water resources, open space, energy resources, air quality, historic buildings and sites.

The project proposes limited changes associated with the Focused General Plan update for the Resources Element. Specifically, the information related to the Urban Water Management Plan (UWMP) applicable to the City was updated to reflect information in the most recently adopted UWMP (2010). Additionally, a policy was added related to AB 32, the Global Warming Solutions Act of 2006 and SB 375 (2008), to consult with regional governmental groups to coordinate land use, circulation, and infrastructure planning. Additional changes were made to achieve consistency regarding the City's housing policy, specifically the policy change to permit housing in very limited locations in the City rather than prohibiting new housing. The underlying preexisting Resources Element goals remain the same.

Noise Element

The Noise Element focuses on minimizing community noise by identifying its sources and assessing alternative methods to reduce impacts. The element establishes policies to abate noise and reduce the detrimental health effects associated with excessive noise levels. The element identifies noise standards and land use compatibility guidelines to be used in the assessment of development proposals to protect noise-sensitive land uses from excessive noise.

The project proposes limited changes to the Noise Element to reflect revised housing policy. The underlying preexisting Noise Element goals remain the same.

Implementation Plan

The General Plan includes a comprehensive Implementation Plan that provides direction for translating goals and policies to specific actions. The Implementation Plan serves as a basis for making future programming decisions related to the assignment of staff and the expenditure of City funds. The Implementation Plan identifies individual program responsibility, funding sources, and a timeframe for completion. A limited number of new actions were added to the Implementation Plan to correlate with new policies in the General Plan.

Update to Zoning Ordinance and Zoning Map

Updates to the Zoning Ordinance and Zoning Map (Exhibit 3) are largely intended to achieve consistency between the revisions proposed in the Focused General Plan update and the Zoning Ordinance. Additional policy changes include: 1) expanding the Commercial Overlay zone and permitting ancillary commercial on weekends throughout the City, 2) establishing a new Truck and Freight Terminal Overlay District to certain areas of the City, and providing related development standards, and 3) completing minor clean up of language in the Ordinance to facilitate its interpretation.

General Plan Consistency and Commercial Overlay Expansion

The City prepared revisions to the Zoning Ordinance to achieve consistency with Land Use Element Overlay Districts, goals, policies, and implementation measures specified in the General Plan. These revisions include a new Housing Overlay District and Emergency Shelter Overlay District in both the Zoning Ordinance and the Zoning Map, and related use, development, and site planning standards for these new overlays. Additional changes include revisions to commercial uses policy, as indicated in the General Plan Land Use Element. These changes are reflected in the proposed amendments to the Zoning Ordinance with the revisions to regulations for ancillary commercial uses (permitted on weekends) and expansion of the Commercial Overlay on the Zoning Map. Additional regulations are included for parking and loading standards for different types of commercial uses.

Truck and Freight Terminal Overlay Zoning District

The City proposes to establish a new Zoning Overlay District. This overlay would correlate to the new Truck and Freight Overlay in the General Plan. The Truck and Freight Terminal Overlay District as proposed is represented in Exhibit 3. Development standards, including site planning standards and allowable uses, are included in the Zoning Ordinance amendments. Whereas truck and freight terminals would not be allowed elsewhere in the City, this amendment proposes to allow these uses, subject to development standards and a Conditional Use Permit, within the new Truck and Freight Terminal Overlay District.

Clean Up Items

Section 26.2.3, Definitions, of the Zoning Ordinance is proposed to be updated to increase clarity in interpretation and implement the above policy changes. The definitions of community facilities, floor-area ratio, freight terminal, incidental use, retail use, slaughtering, truck terminal, and warehouse use will be updated, and definitions will be added for hazardous waste facility, indoor recycling facility, outdoor recycling facility, solid waste facility, and trade school.

Section 26.4.1 - Zones, Permitted Uses, Development Standards, and Site Planning Standards is proposed to be updated with the following changes:

- 1) additional uses permitted by right were added

2 Project Description

- 2) uses permitted with a conditional use permit were added or revised
- 3) buffer requirements for acutely hazardous materials within 500 feet of a school are added
- 4) screening of outdoor storage activities modified; clarifications on water usage requirements for conditional use permits
- 5) interpretations by the Community Services Director regarding measurements and exceptions to standards
- 6) clarifications on parking access, parking space size, vehicle maneuvering, and street dedication
- 7) extension of amortization of nonconforming outdoor activities and storage to 2020
- 8) other minor clarification and typographical changes

Proposed Residential Project at 4675 52nd Drive

To institute good governance practices, including expansion of the voting population in Vernon, the City has identified a site at 4675 52nd Drive as possibly appropriate for new housing development. This is the only location in the City that is proposed to be designated with the Housing Overlay District as part of the Focused General Plan update. The parcel is owned by the City of Vernon and would be developed by a yet-to-be determined developer, if this project, including General Plan and Zoning Ordinance amendments, is approved. To meet good governance agreed-upon deadlines for achieving new housing development in Vernon, the City issued a Request for Proposals on April 19, 2012 for development proposals for new housing on this 2.06-acre site. Project proposals were received in July 2012, all proposing exclusively residential use and yielding between 31 and 61 total units. Three development proposals will be considered; these three proposals will provide the framework for environmental analysis in this Initial Study. However, potential unit yield of the three proposed projects to be considered is 35 to 45 units, consistent with the City policy direction for this site. All development proposals include provisions for on-site open space/amenities, buffering (through setbacks) from the adjacent railroad spur, and on-site parking.

No permitted activities or approved actions will occur related to any potential residential development on this site until and if General Plan and Zoning Ordinance amendments are completed and this CEQA review process has been completed.

2.9 – Project Objectives

This update is being pursued so that the City's General Plan and Zoning Ordinance are consistent with State law and consistent with each other, and to provide policy direction for additional housing sites within the City to forward City policy to expand the voting population in Vernon.

Other objectives of the General Plan remain unchanged. Specifically, the City's intent is to continue to support the ongoing industrial character of the City, while recognizing the changing industrial environment throughout the United States and globally, and to respond appropriately.

2.10 – Surrounding Land Uses

The project applies to all parcels within the City of Vernon and its sphere of influence. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. Surrounding uses in these cities include residential, commercial, and industrial uses.

With regard to proposed General Plan land use changes and related consistency Zoning Map changes, the two new General Plan Overlay Districts are applied to one parcel each. The proposed Housing Overlay site is at the southeast edge of the City, on vacant site. To the south, in the City

of Maywood, are residential uses in the form of single-family and multi-family housing. To the west and north are vacant parcels; the Los Angeles River lies farther north. To the east are industrial uses.

The Emergency Shelter Overlay District is located near the intersection of Alameda Street and E. 25th Street, near the Alameda Corridor freight rail line. The site is currently vacant. Surrounding uses include residential, public utility (Alameda Corridor), and wholesale commercial uses.

The Commercial Overlay District is proposed to be expanded to include additional parcels along Soto Street, as well as properties on Slauson Avenue and Atlantic Boulevard. Surrounding uses are generally industrial in nature, with a limited number of commercial uses. Additionally, the potential expansion of the Commercial Overlay District would be adjacent to the Maywood Elementary School, located in the adjacent City of Maywood.

The Zoning Map has an additional proposed amendment: the Truck and Freight Terminal Overlay District. This overlay would apply to a northern portion of the City, as indicated in Exhibit 3. Surrounding uses are general industrial in nature, as well as rail yards and rail lines. The Los Angeles River borders much of this proposed Overlay District.

2.11 – Environmental Setting

The City of Vernon is located in the central portion of Los Angeles County, directly southeast of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. Vernon is connected to the regional rail lines via the Alameda Corridor, which is the primary connection between the ports of Los Angeles and Long Beach and the rail yards located in Vernon, Commerce, and downtown Los Angeles. A portion of the Hobart Yard, an intermodal facility where large shipping containers are transferred from railroad cars to trucks and vice versa, is also located in Vernon.

The corporate limits of the City of Vernon encompass approximately 5.2 square miles, extending generally from Alameda Street and the Alameda Corridor on the west to the I-710 freeway to the east, and the cities of Maywood and Huntington Park on the south and the cities of Los Angeles and Commerce to the north. A portion of unincorporated Los Angeles County is located in the planning area that includes primarily industrial uses and portions of the Los Angeles River. Lands within Vernon largely have been developed with industrial uses since incorporation in 1905. Close to 50,000 employees commute into Vernon daily to work in the 1,200 manufacturing, warehousing, industrial, and transportation-related businesses. As of 2010, Vernon had only 31 residences and a population of 112 persons.

2.12 – Required Approvals

- The City Council must approve a General Plan Amendment that incorporates the focused updates into the current General Plan.
- The City Council must approve a Zone Text Amendment to create and implement the Housing Overlay, Emergency Shelter Overlay, Truck and Freight Terminal Overlay, and expansion of the Commercial Overlay, as well as other focused amendments to facilitate implementation and ease interpretation of the Zoning Ordinance.
- The City Council must approve a Zoning Map Amendment to apply the Housing Overlay, Emergency Shelter Overlay, Truck and Freight Terminal Overlay, and expansion of the Commercial Overlay to the Zoning Map.
- The City Council must approve a Development Agreement related to 4675 52nd Drive prior to approval of building permits for a proposed project on this site.

2 Project Description

2.13 – Other Public Agencies Whose Approval Is Required

The State of California, Department of Housing and Community Development will review the Housing Element for compliance with State law and indicate whether the adopted Element is consistent with State Housing Element Law (Article 10.6 of the Government Code).

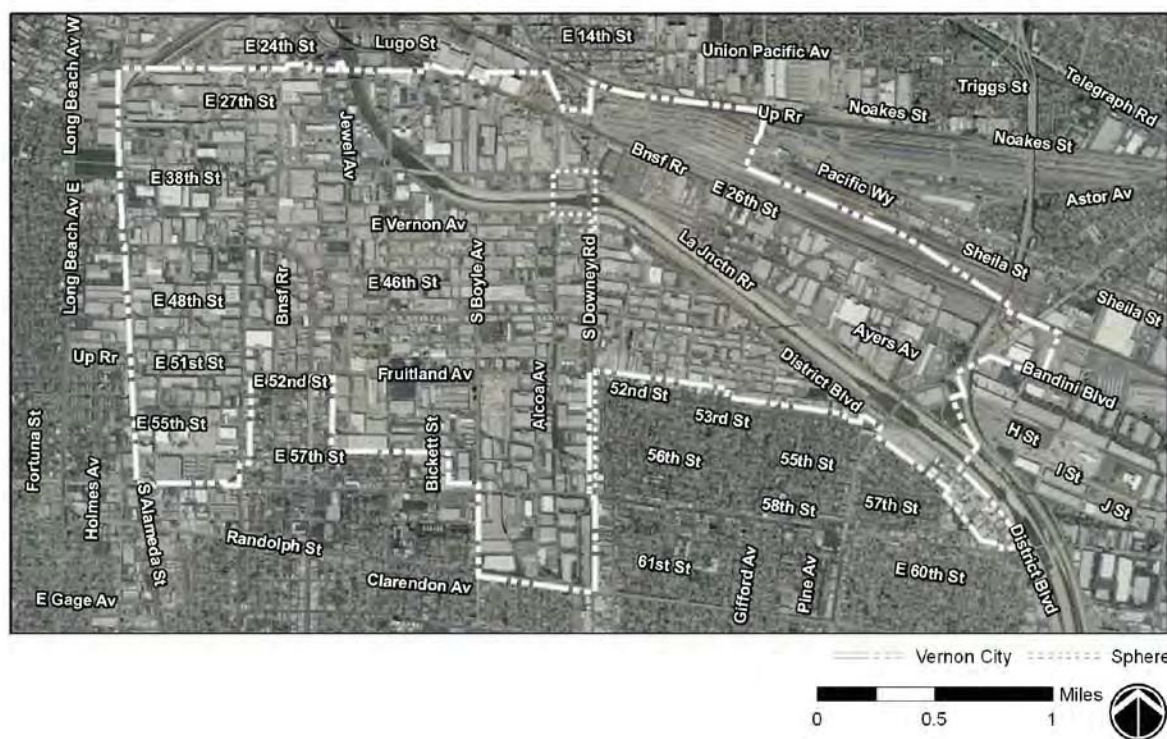
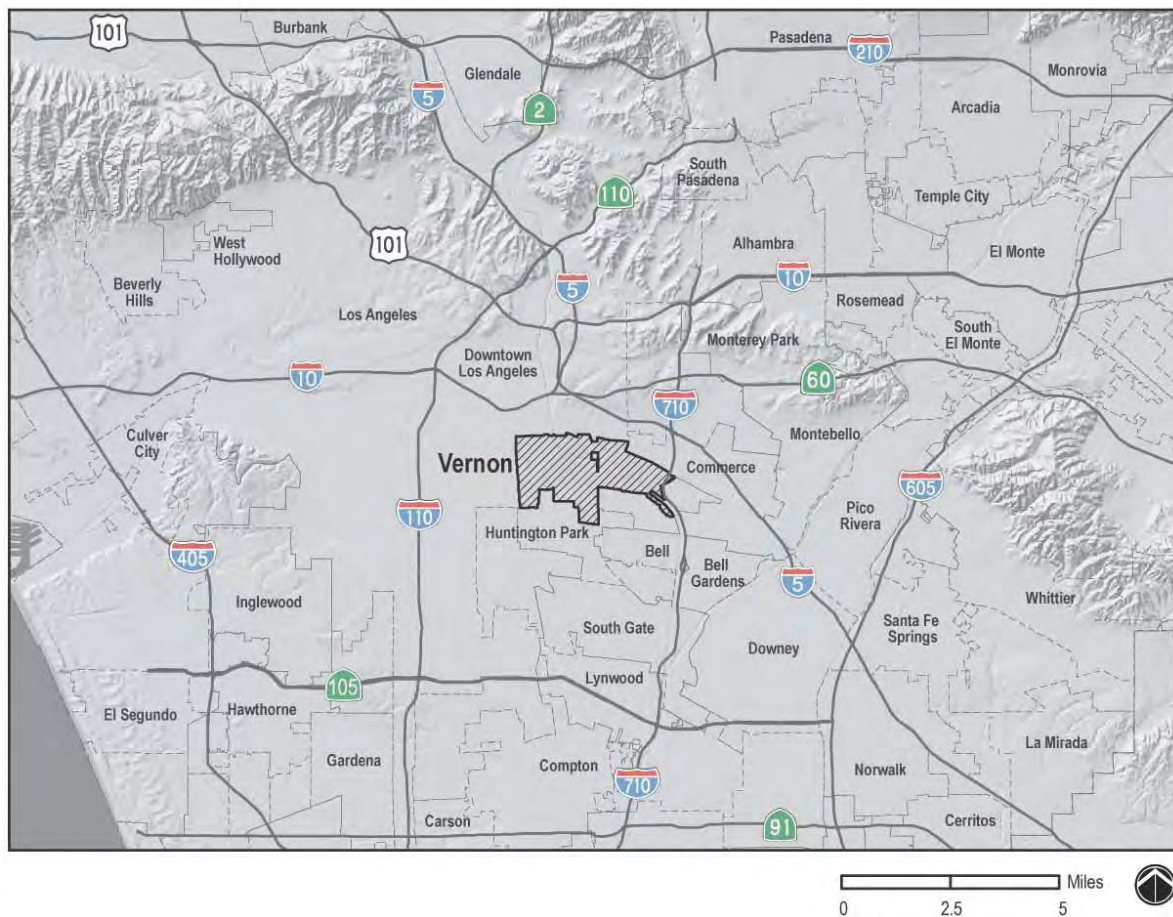
Assumptions

The environmental analysis contained in this Initial Study is based on the following assumptions:

1. **Project Specific Environmental Review:** In the City of Vernon, all development proposals that are considered “projects” under CEQA are subject to an environmental review process to determine the level of impact and to impose appropriate mitigation measures, if needed, to avoid significant impacts. The only potential housing development project which this Initial Study will review is applicable to development at 4675 52nd Drive, where housing is anticipated in the near future.
2. **Purpose and Focus of this Initial Study for the Focused General Plan and Zoning Ordinance Environmental Review:** Other than providing environmental review for a potential housing development at 4675 52nd Drive, this project would not authorize any plans for construction of new uses, or redevelopment of any properties to produce new uses. The proposed project is an update to existing policy documents. No other direct environmental impacts, besides those discussed for 4675 52nd Drive, therefore, would occur. In addition to assessing impacts related to a potential housing development at 4675 52nd Drive, then, the purpose of the environmental assessment is to determine whether there are any peculiar types of impacts that could occur as an indirect result of the Housing Element strategies and other amendments to the General Plan and Zoning Ordinance.

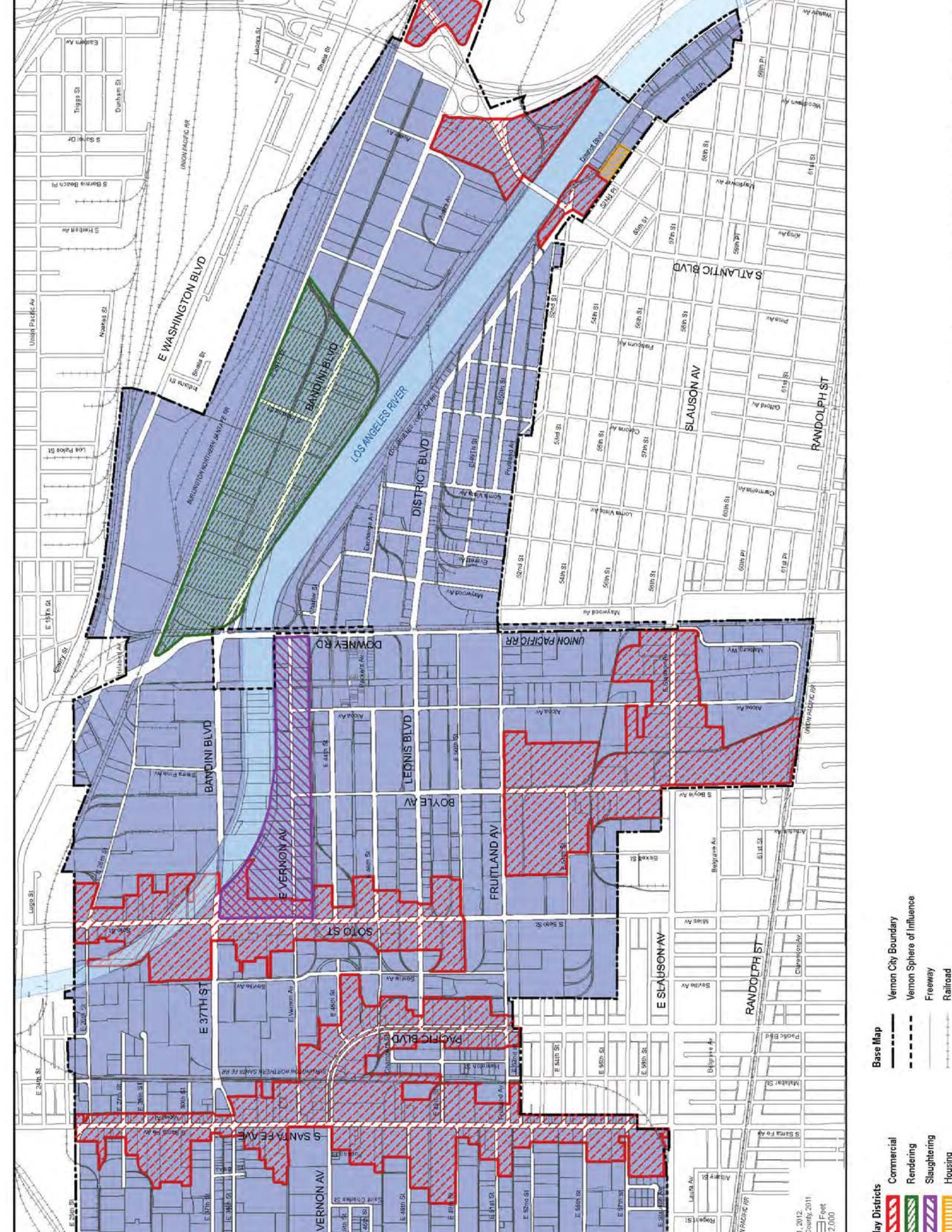
Because the City certified a Program EIR in 2007 for a comprehensive update of the General Plan and Zoning Ordinance, the analysis in this Initial Study tiers upon this prior Program EIR for the purpose of determining whether a Subsequent or Supplemental EIR is required, or an Addendum to the prior Program EIR.

Exhibit 1: Regional Context and Vicinity Map



2 Project Description

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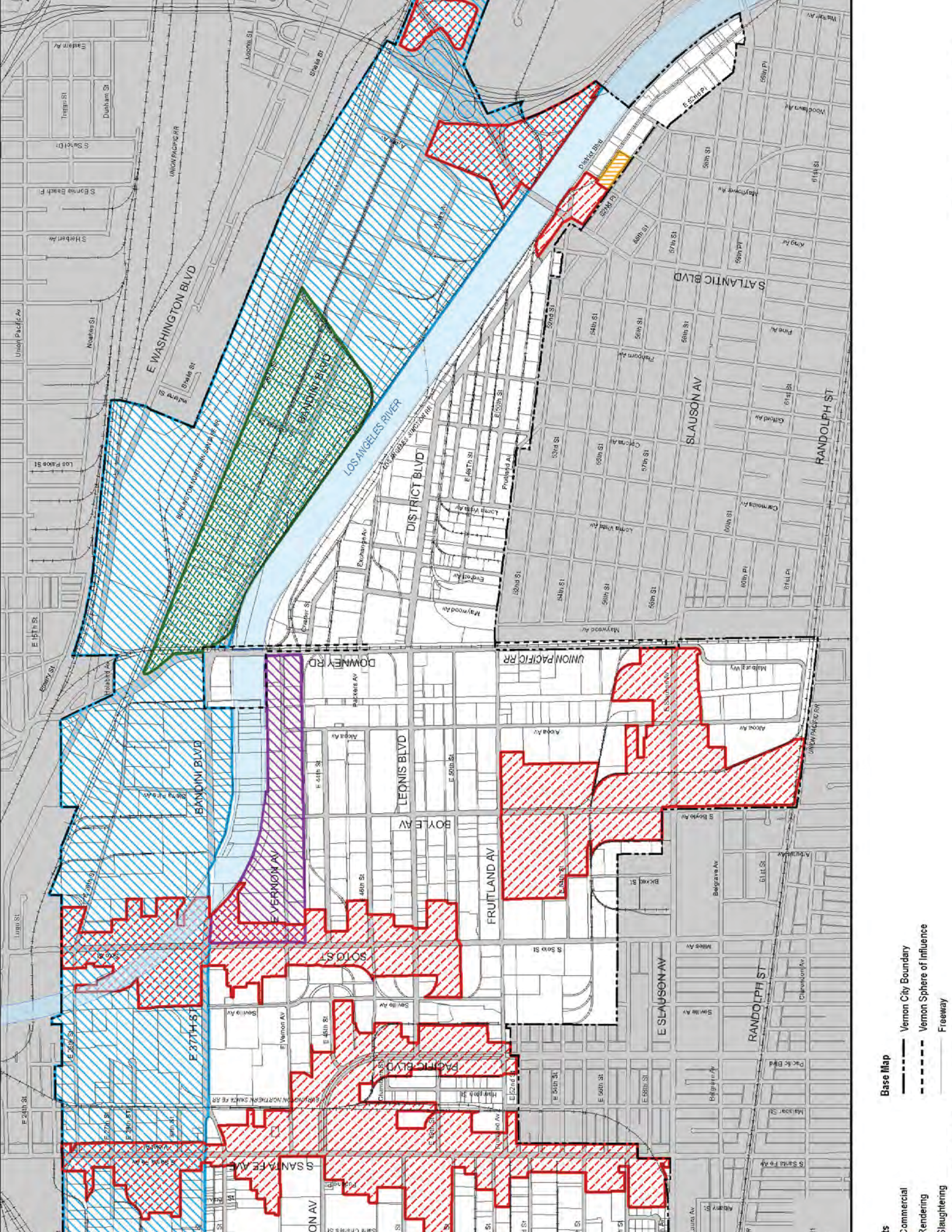


- Day Districts**
- Commercial
 - Rendering
 - Slaughtering
 - Housing

- Base Map**
- Vernon City Boundary
 - Vernon Sphere of Influence
 - Freeway
 - Railroad

2012
County 2011
Foot
2,000

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- Base Map
- Vernon City Boundary
- Vernon Sphere of Influence
- Freeway

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3 Determination

3.1 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as defined by the checklist on the following pages. (Note: If any box is checked, an Environmental Impact Report must be prepared).

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

3.2 – Determination

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

S. Kevin Wilson, Director of Community Services and Water

Date

8-11-12

3 Determination

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4 Evaluation of Environmental Impacts

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) **No Impact.** Potential impacts to scenic vistas within the City of Vernon were previously analyzed in the Vernon General Plan and Zoning Ordinance EIR. The analysis concluded that no impact would result since no scenic vistas, scenic resources, or state scenic highways are located in the City. In addition to land use changes proposed in the General Plan, the Proposed Focused Update includes revisions to the Zoning Ordinance to introduce development standards concerning lots sizes, building intensity, setbacks, building height limitations for the proposed new zoning district overlays. These standards are intended to provide for quality design of proposed development, as well as ensure compatibility with existing surrounding development. The Proposed Focused Update does not propose any changes to the Zoning Ordinance which would remove or revise existing development standards to reduce light and glare impacts. Impacts of the Proposed Focused Update would be similar to those identified in the General Plan EIR, and no new impact would occur.

With regard to the proposed development at 4675 52nd Drive, surrounding land uses to the west, east, and north consist of industrial businesses. Residential uses (single- and multi-family) are located across the street to the south in the City of Maywood. Proposed development at this site would be two to three stories in height; a proposal for a three-story development has a graduating height which increases from the street edge towards the back of the property. Two proposals would be limited to two stories in height. Given the industrial natural of other existing land uses in the area, a proposed housing development on this site, of relatively consistent scale

4 Evaluation of Environmental Impacts

with nearby residential uses, would be consistent with the aesthetic condition at nearby residential uses relative to scale.

The development proposals all aim to provide clear pedestrian-orientation toward the 52nd Drive boundary, with ground floor entrances and limited parking and driveway interruptions. The development projects as proposed would be compatible with existing conditions relative to adjacent residential uses, and no scenic vistas would be impacted. All development proposals include landscaping, building articulation, and varied architectural materials. The proposed designs would complement buildings on surrounding properties and provide open space amenities in the form of courtyards and child play areas.

The project site is in a developed urban area that is currently well illuminated. Sources of illumination include freestanding streetlights, light fixtures on buildings, pole-mounted lights, traffic signals, and vehicle headlights. The project will be required to adhere to existing development standards to regulate light and glare, which would also be reviewed during the discretionary review process for the development project. The proposed development projects would have no adverse aesthetic impacts.

No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

4.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** The City of Vernon is an urbanized city, fully built out, and comprised of virtually all industrial uses, with a few commercial and residential uses scattered throughout the city. Based upon a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project study area does not contain any land designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance."¹ As such, no impact would occur. No Williamson Act contracts are active for any

¹ California Department of Conservation. Farmland Mapping and Monitoring Program, 2008. The City of Vernon is indicated within "Area Not Mapped" in 2010 maps of Los Angeles County.

4 Evaluation of Environmental Impacts

property within Vernon.² All properties within Vernon are zoned Industrial; certain properties have additional overlay districts applied. Neither the Industrial zone nor any overlays are intended for agricultural uses. No new or substantially more severe impacts would occur with implementation of the Proposed Update than as identified in the 2007 General Plan and Zoning Ordinance Program EIR. No impact would occur.

c-d) **No Impact.** No timberland exists within the planning area. This condition precludes the possibility of conflicts with forest land zoning or loss of forest land as a result of implementation. Therefore, no impacts would result from the Proposed Focused Update. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update than as identified in the 2007 General Plan and Zoning Ordinance Program EIR.

e) **No Impact.** Given the existing industrial and built-out nature of Vernon, the project would not result in any conversion of farmland or forestland to another use. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update than as identified in the 2007 General Plan and Zoning Ordinance Program EIR.

² California Department of Conservation. Williamson Act Program, 2007.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.**

c-d) **Potential Significant Impact.** As identified in the Vernon General Plan and Zoning Ordinance EIR, over the long term, implementation of General Plan policies could result in an increase in criteria pollutant emissions primarily due to related motor vehicle trips. Stationary sources and area sources—including emissions from natural gas combustion, landscape equipment, and solvents from surface coatings—would result in lesser quantities of criteria pollutant emissions.

Stationary sources and diesel-fueled mobile sources would also generate emissions of toxic air contaminants (TACs) including diesel particulate matter that could pose a health risk. While implementation of the Proposed Focused Update would likely have less than significant air quality impacts, the General Plan Amendment and Zoning Map Amendment propose changes in the land use designation of specific parcels (with introduction of two new General Plan overlay districts and three new Zoning Districts, and revisions to another existing overlay district, as applied in

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Exhibits 2 and 3), and allowance of new uses that could result in an increase in development intensity, and a corresponding increase in vehicle trips and traffic that could trigger potentially significant air quality impacts. As such, implementation of the Proposed Update could result in a new significant air quality impact or a substantial increase in the severity of a previously identified air quality impact. Furthermore, the 2007 Vernon General Plan and Zoning Ordinance Program EIR, while finding project-related impacts regarding air quality less than significant, found cumulative air quality impacts significant and unavoidable. Therefore, potential air quality impacts will be fully analyzed within a Supplemental EIR to the Vernon General Plan and Zoning Ordinance EIR to be prepared for the proposed Focused Update.

e) **Less than Significant Impact.** As indicated in the Initial Study completed for the 2007 Vernon General Plan and Zoning Ordinance Program EIR, the majority of development anticipated to occur in Vernon would be predominantly industrial. New development associated with the Proposed Focused Amendments may be industrial, commercial, or residential in nature. Each new development will be required to comply with the South Coast Air Quality Management District's guidelines regarding odor control. In addition, the proposed Zoning Ordinance includes additional requirements to prohibit the emission of noxious odors into the outside air. Any impact associated with the Proposed Focused Update, would, as such, be beneficial, given the City's proposed measures to constrain odors from businesses.

The proposed residential development project at 4675 52nd Drive, given its residential nature, would not involve any uses associated with odor complaints, as indicated in the CEQA Air Quality Handbook (such as agricultural operations, wastewater treatment plants, landfills, and some industrial operations). Compliance with existing regulations will ensure that impact will be less than significant. The proposed Emergency Shelter Overlay would likewise have no odor-producing uses.

With regard to the proposed Trucking and Freight Overlay District, odors may be associated with diesel trucking activities; however, existing uses already generate/attract significant diesel truck traffic. Odors associated with new trucking or freight terminals constructed pursuant to revised zoning policy are not anticipated to be noticeable or significant relative to existing conditions.

Expanded areas of the Commercial Overlay District are not anticipated to have more significant odor impacts than existing industrial uses have; odor impacts are likely to be less with commercial uses than industrial. No new or substantially more severe impacts would occur with implementation of the Proposed Update than those identified in the 2007 General Plan and Zoning Ordinance Program EIR.

4.4 – Biological Resources

Would the project:

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

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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-f) **No Impact.** As indicated in the Initial Study completed for the 2007 Vernon General Plan and Zoning Ordinance Program EIR, Vernon is a fully built-out community, and no native habitat remains. Given the industrial nature of the majority of the city, no unique biological resources or habitat conservation areas are located within the planning area. No 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, are known to exist within the Planning Area. According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project would not disturb any offsite wetlands.³ The Los Angeles River, where it runs through Vernon, is concrete lined and does not function as riparian habitat. The City of Vernon does not have any adopted tree preservation ordinance or other policies protecting biological resources. Vernon does not contain any Habitat Conservation Plan⁴, Natural Community Conservation Plan⁵, or other approved local, regional or state habitat conservation plan. No impact will occur. No new or substantially more severe impact would occur with implementation of the Proposed Focused Update.

³ United States Fish and Wildlife Service. National Wetlands Inventory.
<<http://107.20.228.18/Wetlands/WetlandsMapper.html#>> [Accessed August 16, 2012]

⁴ United States Fish and Wildlife Service. Conservation Plans and Agreements Database.
<http://ecos.fws.gov/conserv_plans/public.jsp> [Accessed August 16, 2012]

⁵ California Department of Fish and Game. California Natural Community Conservation Planning.
<<http://www.dfg.ca.gov/habcon/nccp/>> [Accessed August 16, 2012]

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **Less than Significant Impact.** As indicated in the Initial Study associated with the 2007 Vernon General Plan and Zoning Ordinance Program EIR, Vernon is largely built out and does not contain any known archaeological resources. Industrial uses have been the predominant land use in the City since the early 1900s. Vernon contains many industrial buildings that house diverse industries, some of which also display architecture of distinct periods and styles, as indicated in the General Plan Resources Element.

Adoption of the Proposed Focused Update will not result in any action that will directly cause the elimination or alteration of any building that may have historic significance. The General Plan Resources Element contains policies that work to protect potentially historic buildings and sites; the focused update would not revise or remove any of these policies. No buildings are located at 4675 52nd Drive housing site. Given that the site was previously developed and graded for past developments, any buried archaeological resources would have already been uncovered or destroyed at the time of initial development of the site. Impacts related to historical and archaeological resources for the Proposed Focused Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR; impacts would be less than significant.

c-d) **No Impact.** Given the highly built out and industrial character of Vernon, no buried paleontological resources or human remains or cemeteries are anticipated to be disturbed by the proposed project. Existing law (Section 7050.5 of the California Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code) requires the protection and proper treatment of any prehistoric or historic artifacts or human remains encountered during excavation activities. Implementation of General Plan and Zoning Ordinance policy and standards and application of existing law on an individual project basis will allow any potential paleontological resources or human remains uncovered to be properly treated.

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With regard to the potential housing development at 4675 52nd Drive, since the project site was developed in the past (although it is vacant now as all buildings have been demolished), no paleontological resources or human remains or cemeteries are anticipated to be disturbed by the proposed project. Any buried paleontological resources or human remains likely would have been uncovered or destroyed at that time of initial development of the site. In the unlikely event that paleontological resources or human remains are uncovered, existing regulatory procedures pursuant to Section 7050.5 of the California Health and Safety Code and Sections 5097.94 and 5097.98 of the Public Resources Code would be required, and impacts to resources and/or human remains would be avoided. No impact will occur with application of these existing regulations.

Impacts of the Proposed Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR; no impact would occur.

4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a.i) **Less than Significant Impact.** No portion of Vernon is traversed by a known fault, as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.⁶ As concluded in the 2007 Vernon General Plan and Zoning Ordinance Program EIR, the potential for surface fault rupture is considered to be low. Impacts of the Proposed Focused Update would be similar to those identified in the prior Program EIR and would be less than significant.

a.ii) **Less than Significant Impact.** As noted above in a.i), the California Department of Conservation reports no known faults in Vernon. However, the proposed project and all future development proposed pursuant to General Plan land use policy and Zoning Ordinance standards will be subject to ground shaking impacts should a major earthquake occur in the future in the surrounding seismically active Southern California region. The Safety Element of the General Plan indicates that the Las Ciengas Fault runs along the northeast boundary of the City. Furthermore, blind thrust faults may be located in the vicinity. Blind thrust faults lack superficial ground features normally associated with thrust faults that have recently experienced seismic activity. Potential impacts include injury or loss of life and property damage.

Buildings and structures proposed pursuant to the General Plan and Zoning Ordinance will be subject to the seismic design criteria of the California Building Code (CBC) and any project-specific design requirements. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property and structures because the structure would be designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts of the Proposed Focused Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would be less than significant.

a.iii) **Less than Significant Impact.** As indicated in the 2007 General Plan and Zoning Ordinance Program EIR, portions of the south and eastern sectors of the City are susceptible to liquefaction.^{7,8} However, all development occurring pursuant to the updated General Plan and Zoning Ordinance will be constructed in compliance with the CBC, and will incorporate all seismic safety features as required. New development will consist primarily of new industrial buildings that replace existing, older structures; the new structures will incorporate improved seismic safety features and thus, a beneficial effect of improving seismic safety may result. The City enforces stringent safety criteria for new construction, including site-specific soils investigation and the use of engineering techniques specific to each site that overcomes any potential

⁶ California State Department of Conservation. California Geological Survey, Alquist-Priolo Earthquake Fault Zone Maps. Los Angeles Quadrangle, January 1, 1977. Other portions of the city not mapped.

⁷ California Resources Agency, Department of Conservation. State of California Seismic Hazard Zones, South Gate Quadrangle. March 25, 1999.

⁸ California Resources Agency, Department of Conservation. State of California Seismic Hazard Zones, Los Angeles Quadrangle. March 25, 1999.

geotechnical constraints. The proposed project would not modify any of these existing standards and regulations, and impacts of the Proposed Focused Update would be similar to those identified in the General Plan EIR and would be less than significant.

a.iv) **No Impact.** The City of Vernon is virtually flat. No portion of the planning area is indicated to be within a State of California Seismic Hazard Zone landslide zone of required investigation.^{9,10} The proposed residential project at 4675 52nd Drive would be constructed on a flat site with no potential for landslides. Impacts of the Proposed Focused Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR; no impact would occur.

b) **Less than Significant Impact.** The Initial Study for the 2007 General Plan and Zoning Ordinance Program EIR indicated that proposed new construction pursuant to General Plan land use policy could result in grading and earthwork that would expose soils, increasing the chance for soil erosion. Implementation of the Proposed Focused Update would not change any of these conditions or result in more significant impacts, as no new areas that were previously undeveloped would have new potential for development. Only the allowed uses on these sites and other procedural requirements have been revised by the Proposed Focused Update.

With regard to 4675 52nd Drive, future housing construction on this site is subject to SCAQMD Rule 403 and the erosion control requirements of the CBC to prevent wind-blown and stormwater-related erosion. Rule 403 will minimize wind-blown erosion by requiring stabilization of disturbed soils during construction activities through measures as such daily watering. Required erosion control plans will ensure that measures are implemented at project sites to prevent or minimize erosion due to rain, ensuring that downstream water bodies are protected from sedimentation. Projects will continue to be subject to standard erosion control and engineering techniques set forth in the Municipal Code, including National Pollution Discharge Elimination System (NPDES) requirements. Impacts of the Proposed Focused Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

c-d) **Less than Significant Impact.** As indicated above in a.i – a.iv), the Proposed Focused Update would result in less than significant impacts. The Initial Study for the 2007 General Plan and Zoning Ordinance Program EIR noted that the City requires geotechnical investigations for all new development in seismic and geologic hazard areas. Where development would be proposed on a geologic unit or soil that is unstable or located on expansive soil, the applicant will be required to use specific engineering and construction standards and must comply with the City and state building codes. With regard to development at 4675 52nd Drive, a project-specific geotechnical investigation would be required, consistent with standard City procedures. The recommendations of the geotechnical report will be implemented during site preparation and grading. The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The CBC also includes a requirement that any City-approved recommendations contained in the soil report be made conditions of the building permit. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less than significant. Impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction, collapse, or expansive soils would be less than significant with implementation of the proposed geotechnical recommendations. Impacts of the Proposed Focused Update would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

⁹ California Resources Agency, Department of Conservation. State of California Seismic Hazard Zones, South Gate Quadrangle. March 25, 1999.

¹⁰ California Resources Agency, Department of Conservation. State of California Seismic Hazard Zones, Los Angeles Quadrangle. March 25, 1999.

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e) **No Impact.** New development would be required to connect to public sewer service pursuant to City policies. No impact would occur. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) **Potentially Significant Impact.** While implementation of the Proposed Focused Update would likely have less than significant greenhouse gas emission impacts, the General Plan and Zoning Amendments propose changes in the land use designation/zoning of specific parcels (as indicated in Exhibits 2 and 3) that would result in a potential increase in development intensity and a corresponding increase in vehicle trips and traffic, which could have potentially significant greenhouse gas emission impacts. As such, implementation of the Proposed Focused Update could result in a new significant impact. Therefore, potential greenhouse gas emission impacts will be fully addressed within a Supplemental EIR to the 2007 Vernon General Plan and Zoning Ordinance Program EIR to be prepared for the Proposed Focused Update.

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4.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a-c) **Potentially Significant Impact.** Hazardous materials are routinely used and transported throughout Vernon on the local streets and via rail. Current and future uses will continue to be exposed to hazards from the routine use, disposal, and transport of hazardous materials. In addition, future development could produce hazardous materials and waste. Because of the new potentially significant impact associated with these issues, hazardous materials will be fully addressed within a Supplemental EIR to the 2007 Vernon General Plan and Zoning Ordinance Program EIR to be prepared for the Proposed Focused Update.

d) **Potentially Significant Impact.** Several sites within Vernon are included on the Department of Toxic Substances Control Hazardous Waste and Substance List (Cortese List of hazardous materials sites). Redevelopment of industrial sites has the potential to result in discovery of contaminated soils and other hazardous materials. Because of the new potentially significant impact associated with these issues, hazardous waste sites will be fully addressed within a Supplemental EIR to the 2007 Vernon General Plan and Zoning Ordinance Program EIR to be prepared for the Proposed Focused Update.

e-f) **No Impact.** No airport land use plan applies within the planning area. The nearest airport is Compton Airport, located approximately eight miles to the south. No changes associated with the Proposed Focused Update would impact air traffic. No adverse impacts associated with airport operations would result. No new or substantially more severe impacts would occur with implementation of the Proposed Update than as identified in the 2007 General Plan and Zoning Ordinance Program EIR.

g) **Less than Significant Impact.** The project proposes no changes to the City's Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP), and thus would not impair implementation of the SEMS or MHFP. Proposed development under the Proposed Focused Update would be subject to review by the City of Vernon Police and Fire Departments for compliance with emergency response standards and adopted emergency response plans. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

h) **No Impact.** The City of Vernon is a fully built-out community and does not contain nor is adjacent to any wildlands. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR; no impact would occur.

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4.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant.** As analyzed in the 2007 General Plan and Zoning Ordinance Program EIR, implementation of existing regulations and General Plan policies would ensure that water quality standards and waste discharge requirements are not violated.

As a co-permittee under Los Angeles County's MS4 National Pollutant Discharge Elimination System (NPDES) permit, the City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and educational programs. Violations of water quality standards due to urban runoff can be prevented through the continued implementation of existing regional water quality regulations. The proposed project, including revisions to the General Plan and Zoning Ordinance, would not interfere with the implementation of NPDES water quality regulations and standards.

The proposed residential development project at 4675 52nd Drive would disturb approximately 2.06 acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities, in addition to standard NPDES operational requirements. The proposed project will require submittal of a Storm Water Pollution Prevention Plan (SWPPP), which will include BMPs to protect water quality during construction activities. The City will require BMPs as listed in the California Stormwater Quality Association's California Storm Water Best Management Practice Handbooks. These measures, which include resident/owner education, activity restrictions, parking lot sweeping, basin inspection, landscaping, roof runoff controls, efficient irrigation, slope and channel protection, storm drain signage, trash racks, and trash storage areas, will reduce pollutants in storm water runoff and reduce non-storm water discharges to the City's stormwater drainage through controlling the discharge of pollutants. Operational BMPs will be identified in a Stormwater Runoff Management Plan that will be submitted to the City for review and approval. Impacts related to violation of water quality standards will be less than significant with implementation of these existing regulations.

Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

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b) **Less than Significant Impact.** Water service for Vernon is provided by three service providers: City of Vernon Water Department, California Water Service Company (Cal Water) - East Los Angeles District, and Maywood Mutual Water Company Number 3. Some of the water supplied within the planning area comes from groundwater wells. The General Plan Amendment and Zoning Map propose changes in the land use designation of specific parcels (with introduction of two new General Plan overlay districts, expansion of another overlay district, and three new Zoning Overlay Districts as illustrated in Exhibits 2 and 3); allowance of new uses could result in an increase in development intensity.

However, the proposed allowed new uses would likely use substantially less water than industrial uses, which are, in general, considered to be high-intensity water users. Based on water demand factors provided in the 2010 *Urban Water Management Plan* for Cal Water's East Los Angeles District, the year 2015 projected water demand at a metered service of a multifamily residential development is 2.8 acre-feet/year. The projected demand for the average metered industrial user is 20.9 acre-feet/year.¹¹ Given that proposed residential uses and commercial uses will in general consume far less water annually than the average industrial use (approximately 2.9 acre-feet/year and 1.0 acre-feet per/year, respectively), impact of the land use changes will be less than significant.

The project site at 4675 52nd Drive is served by Maywood Mutual Water Company Number 3. As of August 2012, Maywood Mutual Water Company Number 3 had an adjudicated supply of 1,400 acre-feet and a demand of approximately 1,350 acre-feet, with a residual supply of at least 50 acre-feet of water.¹² This would be more than ample to accommodate the proposed development at 4675 52nd Drive. Impacts would be similar and less severe than those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would continue to be less than significant.

c) **Less than Significant Impact.** A significant impact would occur if the proposed project substantially altered the drainage pattern of an existing stream or river so that erosion or siltation would result. No natural, non-concrete lined rivers traverse the City of Vernon. The Los Angeles River is a significant water feature; however, it is fully concrete lined and its course would not be altered in any way via the project. The project involves no changes to this flood control channel.

With regard to future development project proposed pursuant to Land Use and Housing Element policy, site drainage plans are required by the City of Vernon and would be reviewed by the City. Erosion and siltation reduction measures would be required during construction consistent with an approved Stormwater Pollution Prevention Plan (SWPPP) to demonstrate compliance with the City's NPDES permit. With regard to 4675 52nd Drive in particular, no substantial grading is proposed to the relatively flat site; thus, drainage patterns would not be disrupted. Erosion and siltation reduction measures would be required. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

d-e) **Less than Significant Impact.** As was previously discussed in Section 4.9.c above, the proposed project would not result in an alteration of the drainage pattern or increase in flows that would result in flooding on or off site because the City of Vernon is fully developed with buildings, pavement, and other impervious surfaces. Any new development would be required to comply

¹¹ California Water Service Company. 2010 *Urban Water Management Plan - East Los Angeles District*. Table 3.3-3: Projected 2015 Water Deliveries.

¹² Telephone communication with Bob Roth, City of Maywood Municipal Water District 3 engineer, August 30, 2012.

with NPDES regulations. The existing storm drain system is adequate to accommodate stormwater runoff. Impacts would be similar to or less than those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

f) **Less than Significant Impact.** All future development projects pursuant to General Plan and Zoning Ordinance policy will be required to comply with water quality requirements of the U.S. EPA, Los Angeles RWQCB, and the City of Vernon. Compliance with existing requirements would reduce water quality impacts to a less-than-significant level. Impacts would be similar to those identified in the General Plan and Zoning Ordinance EIR and would be less than significant.

g-h) **Less than Significant Impact.** As indicated in the General Plan Safety Element, no portion of the planning area lies within a 100-year flood zone. A very small portion of the City in the southeastern corner is identified by FEMA to be within a 500-year flood zone; this area does include the Housing Overlay and proposed development at 4675 52nd Drive. Since no areas of the City are located within a 100-year flood zone, impacts associated with the project related to housing or flood hazard area structures would be less than significant. No new or more severe impacts than those identified in the 2007 General Plan and Zoning Ordinance Program EIR would occur.

i) **Less than Significant Impact.** As indicated in the General Plan Safety Element, nearly all of Vernon lies within the potential inundation areas for Hansen Dam and/or Sepulveda Dam, which are located more than 20 miles northwest of the City. In the unlikely event that a catastrophic earthquake causes the collapse of either of these dams, water and debris would flow to and then generally along the Los Angeles River in a fairly narrow stream before spreading out over a swath of the coastal plain several miles wide, including Vernon. In this case, the flow would take 8 to 19 hours to reach the City. As such, risk to human life is minimal as the long delay should give ample time for emergency responders to respond. Procedures are outlined in the City's SEMS Multi-Hazard Functional Plan (MHFP). Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

j) **No Impact.** The City of Vernon lies approximately 12 miles from the Pacific Ocean and therefore is not subject to tsunamis. No large water bodies exist in the City that would present seiche hazards. Topography in the City is virtually flat. No natural features exist that would create mudflows. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

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4.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** The proposed project would not physically divide an established community. Citywide, the General Plan and Zoning Ordinance updates will continue to allow the recycling of established industrial uses to new industrial uses and commercial uses. The Housing Element also identifies two sites where housing could be considered, and one site which could accommodate a potential emergency shelter. At a single site at 4975 52nd Drive, residential uses will be permitted via the proposed Housing Overlay, pursuant to the proposed General Plan and Zoning maps. At the northwest corner of the City, the Emergency Shelter Overlay will apply to a single property.

The site at 4975 52nd Drive is surrounded by residential uses to the south (in the City of Maywood) and industrial uses to the north. Given that the site is located at Vernon's south border, the proposed project will not divide an established industrial community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR; no impact will occur.

b) **Less than Significant Impact.** The proposed project involves focused updates of the General Plan and Zoning Ordinance, with these objectives: 1) allow for a limited number of new housing units pursuant to the City's good governance initiative, 2) expand allowed uses in the north part of Vernon by creating a new Trucking and Freight Overlay, 3) extend the Commercial Overlay District to allow additional commercial development to support industrial users and permit ancillary commercial uses on weekends, and 4) provide clarifications in the Zoning Ordinance text. The intent of the simultaneous General Plan and Zoning Ordinance updates is to provide for consistency between the two documents. No other agency has jurisdiction over land use issues in Vernon. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

c) **No Impact.** As discussed in Checklist Response 4.4.f above, the planning area is not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact will occur. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

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4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) **No Impact.** The City is a fully urbanized area with predominantly industrial uses. As indicated in the Initial Study for the General Plan and Zoning Ordinance EIR, no mineral resource areas exist in Vernon. The City's General Plan does not identify any locally important mineral resources, and there are no known mining operations within the city or its immediate vicinity. Development pursuant to the proposed project will not result in the loss of a known mineral resource. No impact will result. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

4.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) **Potentially Significant Impact.** The 2007 General Plan and Zoning Ordinance Program EIR analyzed potential noise impacts related to new development permitted under the General Plan and found potential impacts to be less than significant with implementation of General Plan policies and EIR mitigation measures. The proposed project includes changes to land use designations of specific parcels (shown in Exhibits 2 and 3) that could result in an increase in development intensity and new sensitive receptors. The potential development projects resulting from these proposed land use designation changes, including proposed residential development at 4675 52nd Drive and an emergency shelter, could trigger potentially significant noise impacts not

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previously analyzed in the 2007 Program EIR. Therefore, noise impacts, both short-term and long-term, will be further analyzed in the Supplemental EIR to be prepared for the Proposed Focused Update.

e-f) **No Impact.** As indicated in the Initial Study completed for the 2007 General Plan and Zoning Ordinance Program EIR, no part of Vernon is located within an area covered by an airport land use plan, and no part of the City is located within the vicinity of a private airstrip. The nearest airport is in Compton, approximately eight miles to the south. Thus, adoption and implementation of the Proposed Focused Update will not result in airport noise impacts on people residing or working within the Planning Area. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The proposed General Plan Amendment includes goals, policies, and implementation programs that will allow for very limited housing development at specific locations. While the City has had a long-standing policy to prohibit any new residential uses due to extensive industrial operations throughout Vernon, the City's good governance initiative and the Regional Housing Needs Allocation of two units have led the City to propose two overlay zones that will allow limited housing. Between 20 and 61 new units could be accommodated, as well as an emergency shelter. The emergency (homeless) shelter would not house permanent residents.

With implementation of this policy, the Vernon Planning Area has the potential to accommodate a population of approximately 328 residents¹³ at build out; this represents more almost a tripling of the current estimated population of 112 (2010 Census). This level of growth has not yet been accounted for in regional planning documents, as the City's good governance initiative and efforts to increase the voting populace in Vernon are recent changes. These changes will be reflected in future regional planning documents. Thus, while the potential tripling of the local population may seem significant in percentage terms, the actual population increase in real numbers is small. The potential increase is directly responsive to the City's good governance policy to increase the local populace and foster fair voting procedures. Also, in terms of secondary impacts associated with the anticipated population increase, the analysis in this Initial Study indicates that the new housing and residents will not create significant environmental impacts.

¹³ This population projection assumes 60 units, pursuant to proposed land use policy, and extrapolates based on existing (2010) household size, which is estimated at 3.6 persons per household.

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b-c) **No Impact.** The recycling of uses permitted by land use policy would not remove any existing housing. The City owns virtually all of the existing housing in Vernon and has indicated its intention to retain the units. The Housing Element includes policies that provide for the retention of the existing 31 housing units in the City that are economically and physically sound. Proposed development at 2675 52nd Drive would take place on an existing vacant parcel and would not displace housing or people. Implementation of the Proposed Focused Update would not displace substantial numbers of existing housing or people. Impacts would be similar to or less than those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

4.14 – Public Services

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) **Less than Significant Impact.** As indicated in the Initial Study completed for the 2007 General Plan and Zoning Ordinance Program EIR, development pursuant to proposed General Plan policy and zoning regulations will not substantially increase the business population in Vernon since limited vacant land exists. New development will consist of the recycling of development on existing properties. This condition continues to be true for the Proposed Focused Update. As a general practice, City staff examines each development application to determine site-specific fire protection and other safety needs. City staff will review the site plan for any potential development at 4675 52nd Drive and ensure it meets emergency access requirements.

Vernon maintains its own fire and police departments, and as part of the budgeting process each year provides funding to ensure that services adequately meet any changing needs in the City. Therefore, the potential impact on fire and police services will continue to be reviewed with each development proposal and annually. Through existing practices and procedures, the City will be able to meet and maintain acceptable service ratios. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would be less than significant.

c) **Less than Significant Impact.** The only school located in Vernon is Vernon City Elementary School. Maywood Elementary School is located close by in the City of Maywood. Both schools are located within the Los Angeles Unified School District. Proposed residential development completed pursuant to General Plan and Zoning Ordinance policy would be limited to the Housing Overlay (limited to potential housing sites identified in the Housing Element and consistent with Land Use policy). The proposed residential project will result in incremental population growth and potential associated growth in students within the Los Angeles Unified School District. In accordance with the California Government Code, standard school facility impact fees will be paid to offset any incremental impacts of the proposed project. With the payment of the fee, impacts to school facilities would be less than significant. Given the limited scale of the proposed

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residential land use changes, impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR and would be less than significant.

d-e) **Less than Significant Impact.** The proposed project would introduce a new Housing Overlay in the General Plan and Zoning Ordinance. The overlay would allow for a limited number of new housing units (maximum of 60 potential units total). The proposed residential project at 4675 52nd Drive will result in population growth that would incrementally impact recreation facilities, given the potential 35 to 45 new housing units that could be supported on the site. Each of the proposed development schemes the City has received provides for on-site open space areas for use by future residents. The City has no other existing recreation facilities. As such, it can be assumed that other existing recreation facilities in neighboring jurisdictions would potentially be utilized by the proposed project's residents.

As part of the good governance reform measures, the Vernon City Council adopted a Resolution (2011-149) on August 25, 2011 which established a fund for Regional Community Recreational Facilities and Environmental and Community Benefit Fund. A total of \$3.2 million has been set aside in the 2012-2013 City budget for the fund and for funding regional recreational facilities. Negotiations have been ongoing between Vernon officials and representatives from the City of Huntington Park and Los Angeles County (relative to the unincorporated community of Boyle Heights). While the City does not have a process to assess parks fees due to the limited potential for new housing in the City, any potential impact on recreational facilities in neighboring jurisdictions resulting from increasing the residential population of Vernon by up to 60 new housing units would be addressed through this existing fund, and would be less than significant.

Impacts to any other public facilities, such as libraries, would similarly be less than significant since the limited increase in population is not of a size that would required the expansion of existing or construction of new public facilities. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR.

4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** Refer to the discussion in Section 4.14d) above. Impacts to recreation would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would be less than significant.

b) **Less Than Significant Impact.** The project, through new land use policies and the potential development at 4675 52nd Drive, would incrementally increase the local population and therefore potentially impact surrounding and regional parks. However, given the project scale and limited allowance for new residential units in the City, and further provided that the City will require on-site open space for any new housing projects, the project does not necessitate the construction of new parks. Any expansion or new construction of recreation facilities would be subject to its own environmental review pursuant to CEQA. Impacts would be less than significant.

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4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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a-b) **Potentially Significant Impact.** The 2007 General Plan and Zoning Ordinance Program EIR identified impacts on traffic on local surface streets and freeways as significant and unavoidable at the program and cumulative levels. Mitigation was included to reduce impacts, including: 1) conducting a study to determine if an Automated Traffic Surveillance and Control System (ATSAC) would be a beneficial and cost-effective method for the City to operate and maintain; 2) coordination with local jurisdictions, rail companies, and Metropolitan Transportation Authority regarding transportation improvements; 3) coordination with Caltrans and other local government associations regarding I-710 freeway improvements; 4) Soto Street widening and right-of-way dedications to meet Circulation and Infrastructure Element goals; and 5) capacity enhancements at Santa Fe Avenue and 38th Street. However, full implementation of these measures would be contingent upon actions by outside agencies or funding that has not yet been secured; as such, impacts were found to be significant and unavoidable.

The proposed project includes General Plan and Zoning Map amendments to establish a Truck and Freight Terminal Overlay district, expand the boundaries of the Commercial Overlay district, permit housing at 4675 52nd Drive, accommodate emergency housing within the Emergency Housing Overlay, and permit housing at identified sites in the Housing Element (as shown in Exhibits 2, 3, and 4). Over the long term, development pursuant to land use policy and zoning regulations could result in an increase in development intensity and a corresponding increase in vehicle trips and traffic in certain areas of Vernon. Accordingly, potentially new or substantially more severe significant transportation impacts could occur with the adoption of the General Plan and Zoning Ordinance/Map Amendments that will need to be further analyzed in a Supplemental EIR to be prepared for the Proposed Focused Update.

c) **No Impact.** No airport land use plan applies to any area of Vernon. The nearest airport is Compton Airport, which is located approximately eight miles to the south. Implementation of the Proposed Update would have no effect on air traffic patterns at Compton Airport. No impact would occur. No new or substantially more severe impacts would occur.

d) **No Impact.** The Proposed Focused Update does not propose any changes to the General Plan Circulation and Infrastructure Element. The existing Zoning Ordinance includes planning and project design standards intended to address such issues as traffic hazards for individual development proposals. The Proposed Focused Update includes additional language to ensure truck maneuvering does not occur near driveways to limit potential traffic hazards. No changes are proposed to roadways beyond those considered in the 2007 General Plan and Zoning Ordinance Program EIR. Minor edits to the Zoning Ordinance would increase traffic safety in the vicinity of development sites. No new or substantially more severe impacts would occur as a result of project adoption and implementation.

e) **Less Than Significant Impact.** As indicated in d) above, no changes are proposed to the Circulation and Infrastructure Elements, and revisions to the Zoning Ordinance regarding parking and loading are intended to enhance traffic safety and emergency access. With regard to the proposed residential development project at 4675 52nd Drive, project access will be via 52nd Drive. Through review of the project site plan, the City will confirm that turning radii for emergency vehicles accessing the site and are adequate serve the use. Therefore, the project

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would have less than significant impacts on the provision of adequate emergency access. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

f) **Less than Significant Impact.** The Proposed Focused Update does not include any proposed revisions to the Circulation and Infrastructure Elements. As noted in the Initial Study for the 2007 General Plan and Zoning Ordinance Program EIR, the General Plan includes policies to coordinate transportation access and public transit. No changes are proposed to these policies. Thus, the Proposed Focused Update would not conflict with such policies, and no impact would occur. No new or substantially more severe impacts would occur with implementation of the Proposed Focused Update.

4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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a) **Less than Significant Impact.** All new development will be required to comply with wastewater treatment requirements set forth by Regional Water Quality Control Board, Los Angeles Region and Sanitation Districts of Los Angeles County. As indicated in the Initial Study completed for the 2007 General Plan and Zoning Ordinance Program EIR, impacts would be less than significant. With regard to proposed development at 4675 52nd Drive, the project would involve replacing a vacant lot (formerly occupied by an industrial user) with residential dwelling units. The proposed residential units will discharge common wastewater from lavatory and kitchen activities. Such discharges will not require upgrades or new technology to be installed at the wastewater treatment facility to ensure continued compliance with wastewater discharge requirements. Impacts will be similar and no more severe than those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would continue to be less than significant.

b,c,e) **Less than Significant Impact.** As indicated in the Initial Study completed for the 2007 General Plan and Zoning Ordinance Program EIR, new development pursuant to General Plan land use policy could intensify some uses on properties. However, the City will require that each individual project be adequately served by water, sewer, and drainage improvements, and connection fees for regional facilities would be paid. Connection fees contribute to construction of new regional systems and facilities as need to accommodate growth. Impact would continue to be less than significant.

d) **Less than Significant Impact.** Three water agencies supply water to properties in Vernon: the City of Vernon Water Department, California Water Service Company (Cal Water) - East Los Angeles District, and Maywood Mutual Water Company Number 3. Industrial businesses will continue to be the preponderant water users in Vernon, consistent with current land use policy. However, proposed General Plan land use policy changes would allow for some conversion of industrial to commercial and residential uses, including the proposed multifamily residential development at 4675 52nd Drive. Based on water demand factors provided in the 2010 *Urban Water Management Plan* for Cal Water's East Los Angeles District, the year 2015 projected water demand at a metered service of a multifamily residential development is 2.8 acre-feet/year. The projected demand for the average metered industrial user is 20.9 acre-feet/year.¹⁴ As indicated in 4.9b) above, given that a commercial or residential use will consume far less water annually than the average industrial use, impact of the land use changes will be less than significant. Furthermore, the project site at 4675 52nd Drive is served by Maywood Mutual Water Company Number 3. As of August 2012, Maywood Mutual Water Company Number 3 had an adjudicated supply of 1,400 acre-feet, and a demand of approximately 1,350 acre-feet, with a residual supply of at least 50 acre-feet of water.¹⁵ This would be more than ample to accommodate the proposed development at 4675 52nd Drive, given water usage estimates. Impacts would be similar and less severe than those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would continue to be less than significant.

f-g) **Less than Significant Impact.** All development pursuant to General Plan policy and the Zoning Ordinance will be required to comply with federal, state, and local statutes and regulations related to the disposal of solid waste. With regard to waste volume, the very limited allowance for residential use at 4675 52nd Drive (as opposed to industrial) under the proposed General Plan Amendment is not anticipated to generate significant additional solid waste; in fact, the residential use would generate less waste. As concluded in the 2007 Vernon General Plan and Zoning Ordinance Program EIR, long-term implementation of land use policy less than significant

¹⁴ California Water Service Company. *2010 Urban Water Management Plan - East Los Angeles District*. Table 3.3-3: Projected 2015 Water Deliveries.

¹⁵ Telephone communication with Bob Roth, City of Maywood Municipal Water District 3 engineer, August 30, 2012.

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impacts relative to solid waste. Impacts would be similar to those identified in the 2007 Program EIR, and would be less than significant.

4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** As discussed in Section 4.4, Biological Resources and Section 4.5, Cultural Resources, the Proposed Update does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be similar to those identified in the 2007 General Plan and Zoning Ordinance Program EIR, and would be less than significant.

b) **Potentially Significant Impact.** While significant cumulative growth impacts relative to air quality, greenhouse gas emissions, noise, and transportation are not anticipated due to implementation of the General Plan Amendments, Zoning Map and Zoning Ordinance revisions, or the proposed project at 4675 52nd Drive, new significant or substantially more severe cumulative impacts in these areas could occur as a result of the Proposed Focused Update, which propose changes in the land use designation of specific parcels. These changes could result in an increase in development intensity and resulting increase in air quality impacts, greenhouse gas emissions, the exposure of persons to hazards and hazardous materials, the exposure of persons to noise, and transportation system impacts. Accordingly, such impacts could be potentially new or

substantially more severe significant impacts and will be analyzed in a Supplemental EIR to be prepared for the Proposed Focused Update.

c) **Potentially Significant Impact.** As discussed in Section 4.3 Air Quality, Section 4.7 Greenhouse Gas Emissions, Section 4.8 Hazards and Hazardous Materials, Section 4.12 Noise, and Section 4.16 Transportation/Traffic, potential impacts in these areas could create new or substantially more severe environmental effects that would adversely affect human beings. Such effects will be analyzed in a Supplemental EIR to be prepared for the Proposed Focused Update.

4 Evaluation of Environmental Impacts

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5.1 – List of Preparers

City of Vernon (Lead Agency)
Dept. of Community Services & Water
4305 Santa Fe Avenue
Vernon, CA 90058

Contact: S. Kevin Wilson, Director of Community Services and Water

Hogle-Ireland (Environmental Analysis)
630 N. Rosemead Blvd., Suite 150
Pasadena, CA 91107

- Laura Stetson, AICP, Senior Vice President
- Genevieve Sharrow, Associate Project Manager II

5 References

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ORIGINAL FILED

SEP 12 2012

Notice of Preparation

LOS ANGELES, COUNTY CLERK

To:

From:

City of Vernon
Dept. of Community Services & Water
4305 Santa Fe Avenue
Vernon, CA 90058

Subject: Notice of Preparation of a Draft Supplemental Environmental Impact Report (SEIR)

The City of Vernon will be the Lead Agency under the California Environmental Quality Act (CEQA) and will prepare a Supplemental Environmental Impact Report (EIR) for the proposed project identified below. The City of Vernon is requesting input from government agencies, other organizations, and others regarding the scope and content of the environmental information to be included in the SEIR. Responsible and trustee agencies are requested to indicate their statutory responsibilities in connection with the proposed project. Public agencies receiving this Notice of Preparation may need to consider the SEIR prepared by the City of Vernon if they need to issue permits or other approvals for the proposed project. A copy of the Initial Study—including detailed project description, location, and potential environmental effects—is attached and also can be found on the City's website: <http://www.cityofvernon.org/>.

Project Location: The City of Vernon is located in the central portion of Los Angeles County, directly south of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce. Refer to Exhibit 1 in the attached Initial Study.

Project Description: The proposed project consists of: 1) a comprehensive update to the Vernon General Plan Housing Element; 2) a related revision to the Land Use Element to introduce a new Housing Overlay and Emergency Shelter Overlay, and to expand the Commercial Overlay; 3) revisions to the Land Use, Noise, Safety, and Natural Resources Elements to be respond to newly adopted State law; and 4) focused revisions to the Vernon Zoning Ordinance (Title 26 of the Municipal Code) and Zoning Map, including introduction of a Housing Overlay, Emergency Shelter Overlay, and Truck and Freight Terminal Overlay; expansion of the Commercial Overlay and revisions to allowable commercial uses; and minor edits to clarify other provisions. Refer to the project description in the Initial Study for further information.

Please provide your written comments, including specific statutory responsibilities of your agency, as applicable. If you are not a public agency with any statutory responsibility concerning this project, please identify your environmental concerns and any suggested ways to avoid or reduce the impacts that may pertain to this project. Written comments must be received at the earliest possible date, but no later than 30 days after the receipt of this notice. The NOP comment period runs from September 13, 2012 through October 15, 2012. A scoping meeting for agency representatives and the public will be held on September 26, 2012 at 9:00 A.M. at City Hall Council Chamber, 4305 Santa Fe Avenue, Vernon, CA 90058.

Please send your responses and the name of the contact person to:

S. Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Ave. Vernon, CA 90058
Email: kwilson@ci.vernon.ca.us
Telephone: (323) 583-8811

Project Title: City of Vernon Focused General Plan and Zoning Ordinance Update

Date:

9-11-12

Signature

Title:

[Signature]
Director of Community Services & Water

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: City of Vernon Focused General Plan and Zoning Ordinance Update

Lead Agency: City of Vernon

Contact Person: S. Kevin Wilson

Mailing Address: 4305 Santa Fe Ave.

Phone: 323-583-8811

City: Vernon

Zip: 90058

County: Los Angeles

Project Location: County: All parcels in Vernon

City/Nearest Community: City of Vernon

Cross Streets: N/A; entire City

Zip Code: 90058

Longitude/Latitude (degrees, minutes and seconds): _____° _____' _____" N / _____° _____' _____" W Total Acres: _____

Assessor's Parcel No.: N/A; entire City

Section: _____

Twp.: _____

Range: _____

Base: _____

Within 2 Miles: State Hwy #: I-710, I-5, I-10

Waterways: Los Angeles River

Airports: none

Railways: UP, BNSF

Schools: LA USD

Document Type:CEQA: ☒ NOP☐ Draft EIRNEPA: ☐ NOIOther: ☐ Joint Document☐ Early Cons☐ Supplement/Subsequent EIR☐ EA☐ Final Document☐ Neg Dec

(Prior SCH No.) _____

☐ Draft EIS☐ Other: _____☐ Mit Neg Dec

Other: _____

☐ FONSI**Local Action Type:**☒ General Plan Update☐ Specific Plan☒ Rezone☐ Annexation☒ General Plan Amendment☐ Master Plan☐ Prezone☐ Redevelopment☒ General Plan Element☒ Planned Unit Development☐ Use Permit☐ Coastal Permit☐ Community Plan☐ Site Plan☐ Land Division (Subdivision, etc.)☐ Other: _____**Development Type:**☒ Residential: Units 35-45 Acres 2.06☐ Office: Sq.ft. _____

Acres _____

Employees _____

☐ Transportation: Type _____☐ Commercial: Sq.ft. _____

Acres _____

Employees _____

☐ Mining: Mineral _____☐ Industrial: Sq.ft. _____

Acres _____

Employees _____

☐ Power: Type _____ MW☐ Educational: _____☐ Waste Treatment: Type _____ MGD☐ Recreational: _____☐ Hazardous Waste: Type _____☐ Water Facilities: Type _____ MGD☐ Other: _____**Project Issues Discussed in Document:**☐ Aesthetic/Visual☐ Fiscal☐ Recreation/Parks☐ Vegetation☐ Agricultural Land☐ Flood Plain/Flooding☐ Schools/Universities☐ Water Quality☒ Air Quality☐ Forest Land/Fire Hazard☐ Septic Systems☐ Water Supply/Groundwater☐ Archeological/Historical☐ Geologic/Seismic☐ Sewer Capacity☐ Wetland/Riparian☐ Biological Resources☐ Minerals☐ Soil Erosion/Compaction/Grading☐ Growth Inducement☐ Coastal Zone☒ Noise☐ Solid Waste☐ Land Use☐ Drainage/Absorption☐ Population/Housing Balance☒ Toxic/Hazardous☒ Cumulative Effects☐ Economic/Jobs☐ Public Services/Facilities☒ Traffic/Circulation☒ Other: Greenhouse gases**Present Land Use/Zoning/General Plan Designation:**

Industrial land use; largely industrial zoning

Project Description: (please use a separate page if necessary)

The proposed project consists of: 1) a comprehensive update to the Vernon General Plan Housing Element; 2) a related revision to the Land Use Element to introduce a new Housing Overlay and Emergency Shelter Overlay, and to expand the Commercial Overlay; 3) revisions to the Land Use, Noise, Safety, and Resources Elements to respond to newly adopted State Law; and 4) focused revisions to the Vernon Zoning Ordinance and Zoning Map, including introduction of a Housing Overlay, Emergency Shelter Overlay, and Truck and Freight Terminal Overlay; expansion of the Commercial Overlay and revisions to allowable commercial uses; and minor edits to clarify other provisions.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District #7	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB #4
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region #5	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input checked="" type="checkbox"/> Health Services, Department of	Other: _____
<input checked="" type="checkbox"/> Housing & Community Development	Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date September 13, 2012 Ending Date October 15, 2012

Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative:  Date: 9-11-12

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: City of Vernon Focused General Plan and Zoning Ordinance Update

Lead Agency: City of Vernon

Contact Name: S. Kevin Wilson

Email: KWilson@ci.vernon.ca.us

Phone Number: 323-583-8811

Project Location: City of Vernon , Los Angeles County

City

County

Project Description (Proposed actions, location, and/or consequences).

The proposed project consists of: 1) a comprehensive update to the Vernon General Plan Housing Element; 2) a related revision to the Land Use Element to introduce a new Housing Overlay (and permit a potential housing development at 4675 52nd St.) and an Emergency Shelter Overlay; 3) revisions to the Land Use, Noise, Safety, and Resources Elements to respond to newly adopted State Law; and 4) focused revisions to the Vernon Zoning Ordinance and Zoning Map, including introduction of a Housing Overlay, an Emergency Shelter Overlay, and a Truck and Freight Terminal Overlay; expansion of the Commercial Overlay and revisions to allowable commercial uses; and minor edits to clarify other provisions.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Based on the findings of the Initial Study, the City has identified topics for further analysis in a Supplemental Environmental Impact Report (Supplemental EIR to the 2007 Vernon General Plan and Zoning Ordinance EIR, State Clearinghouse No. 2007061031). Other impact issues were found to have no effects or would result in less than significant impacts. No mitigation measures were proposed in the Initial Study.

Potentially significant effects identified that will be further analyzed in the SEIR are: Air Quality, Greenhouse Gas Emissions, Hazards & Hazardous Materials, Noise, and Transportation/Traffic.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Provide a list of the responsible or trustee agencies for the project.

City of Vernon



Vernon General Plan and Zoning Ordinance Update

**Supplemental EIR
Scoping Meeting**

Purpose of the Scoping Meeting

To determine the scope and content of the environmental information to be included in the Supplemental Environmental Impact Report

Supplemental EIR

- General Plan and Zoning Ordinance EIR certified in 2007
- Supplemental EIR (SEIR) CEQA Guidelines 15162
 - Minor additions or changes would be necessary to make the previous EIR adequately apply to the proposed project in the changed situation

Project Description

General Plan Amendments

- Housing Element amendment
 - 2014-2021 State-required update
 - Good governance: Allow up to 60 more units in the City
- Land Use Element amendments
 - *new* Housing Overlay
 - *new* Emergency Shelter Overlay
 - *expanded* Commercial Overlay
- Noise, Safety, & Resources Element amendments
 - AB 162, SB 244, SB 375, and updates relevant information

Project Description

Other Components

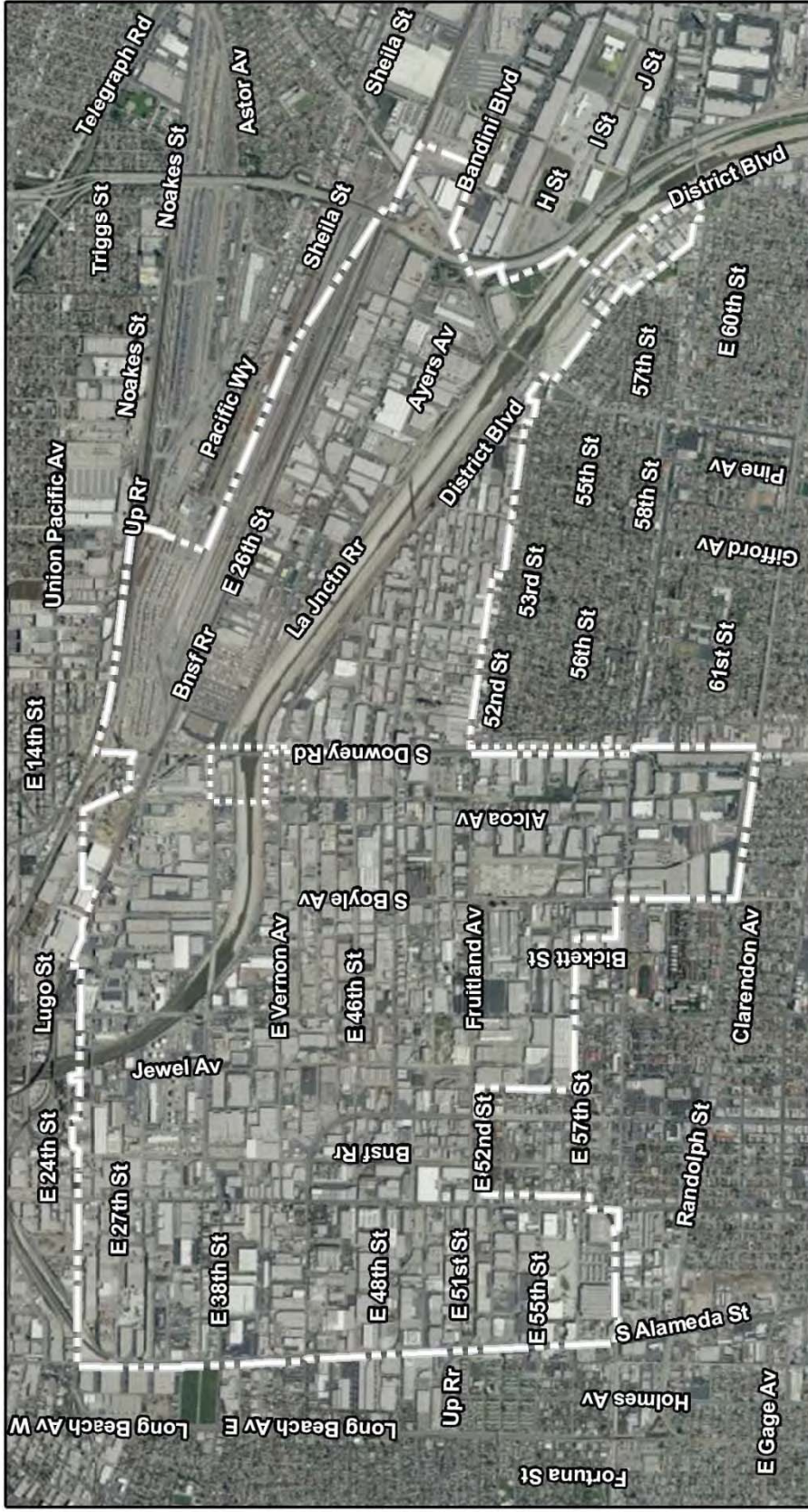
- Zoning Ordinance and Map Amendments
 - Achieve consistency with General Plan amendments
 - *new* Housing Overlay, *new* Emergency Shelter Overlay, *expanded* Commercial Overlay
 - *new* Truck and Freight Terminal Overlay District
 - Allow ancillary commercial uses on weekends

Project Description

Other Components

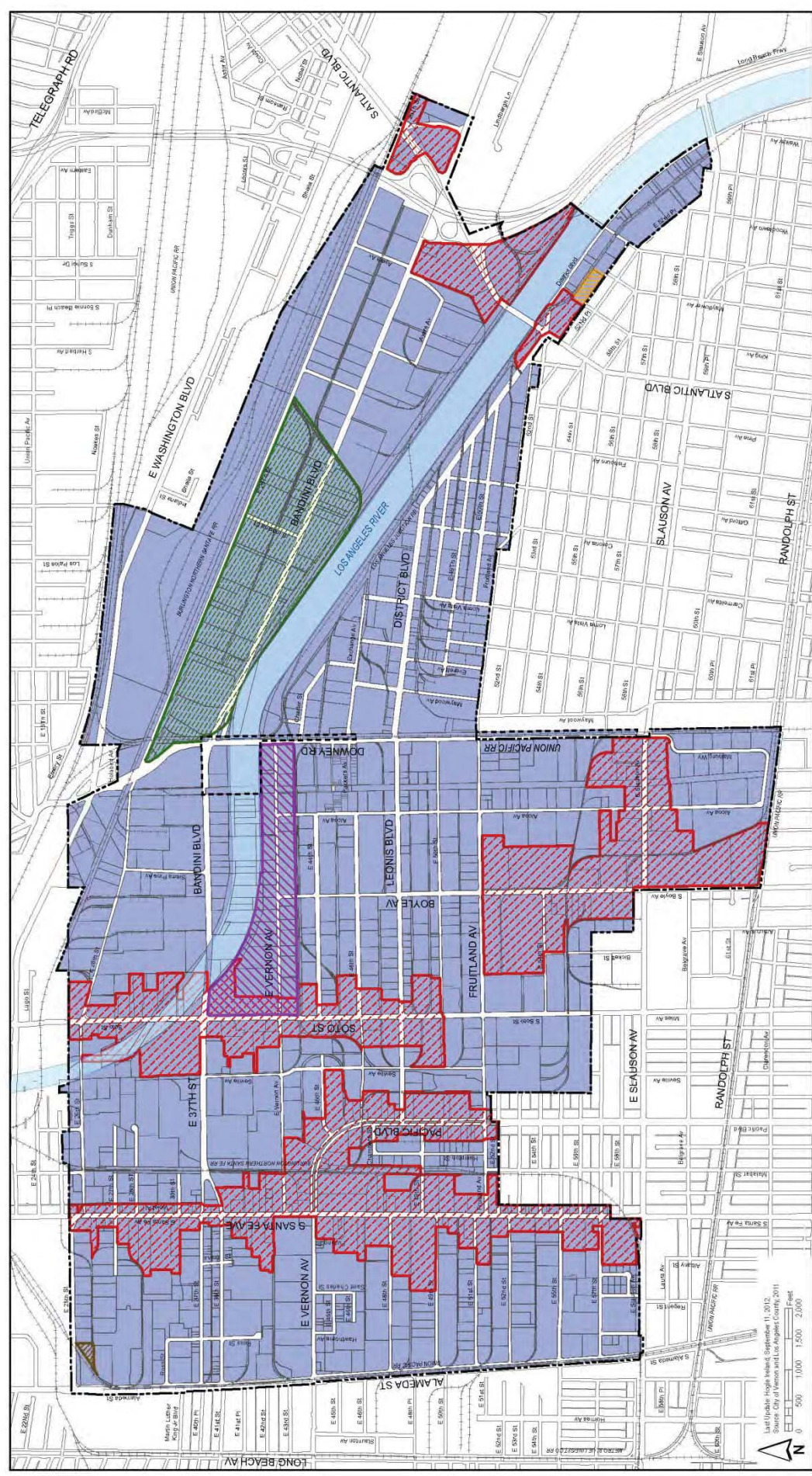
- 4675 52nd Street proposed housing development
 - 2.06-acre City-owned site
 - Anticipated 35-45 units

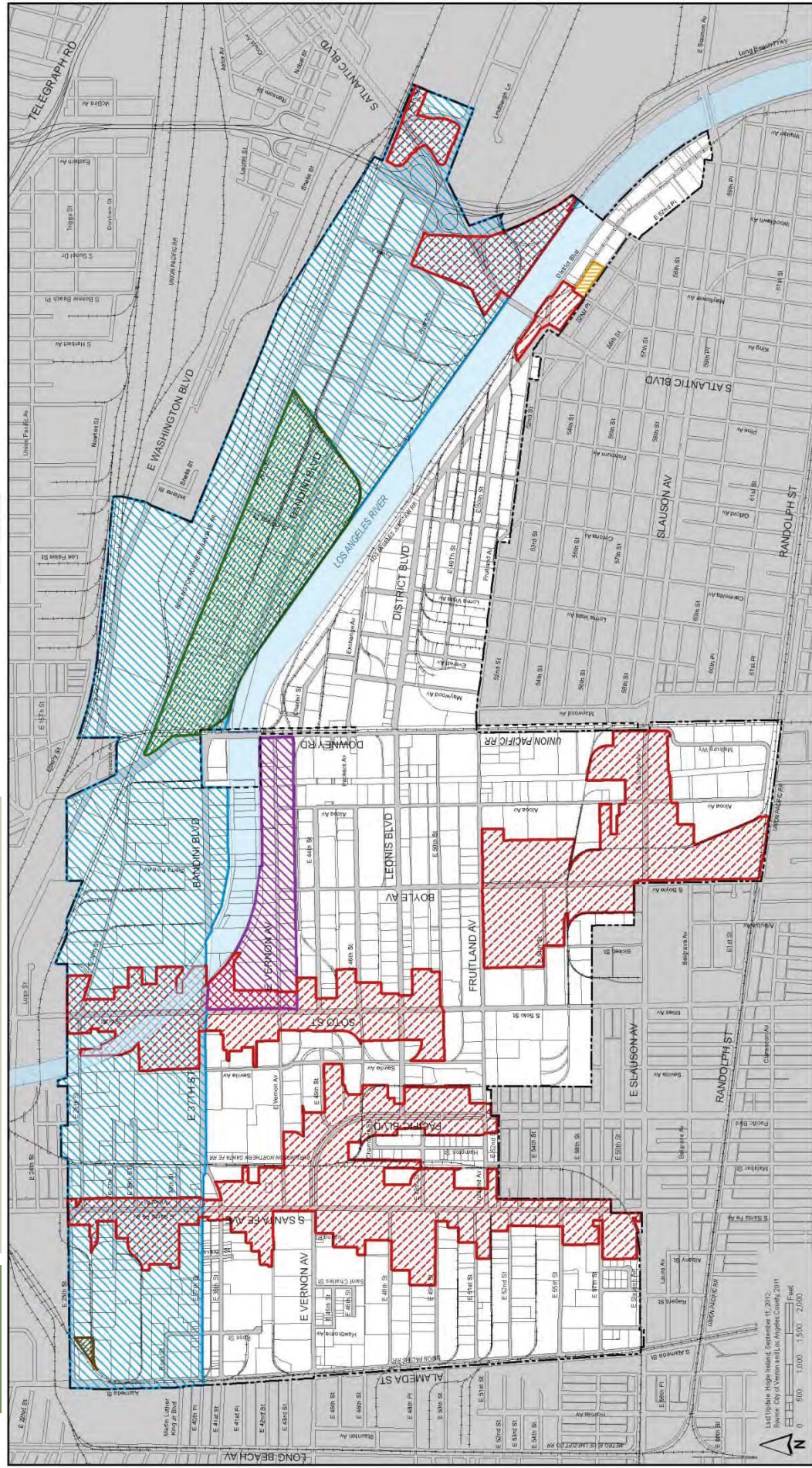
Planning Area



== Vernon City == Sphere







Project Description

General Plan (Proposed) Land Use Capacity

- No net increase in industrial building square footage or employment projections
- Potential modest increase in commercial development
- Permit an additional 60 units of housing (Estimated 216 additional residents)

Purpose of the EIR

- Public disclosure of the environmental consequences of a proposed project or plan
- Identify mitigation measures and examine alternatives to reduce or avoid potentially significant impacts
- Planning tool to assist decision-makers in evaluating benefits/disadvantages of the proposed General Plan and Zoning Code amendments

SEIR Process and Schedule

Milestones	Estimated Completion Dates
Scoping Process	September 26, 2012
Draft EIR Distributed for Public Review & Comment (45 days)	Late November 2012
End of Draft EIR Public Review Period	January 2013
Prepare Responses to Comments on DEIR	January 2013
Prepare Final EIR Certification Documents	January 2013
Public Hearings/Final Certification	February 2013

Topics Included in the SEIR

- Air Quality
- Greenhouse Gases
- Hazards/Hazardous Materials
- Noise
- Transportation/Traffic
- Cumulative and Growth Inducing Impacts
- Alternatives
- Irreversible Environmental Changes

Focus of Requested Comments

on Scope of the EIR

- Specific kinds of impacts of concern—e.g. traffic congestion at particular locations, local greenhouse gas emissions, noise or hazardous conditions from specific sources, etc.

Focus of Requested Comments on Scope of the EIR

- Specific concerns about effectiveness of existing City policies and planning and engineering programs that deal with environmental protection and protection from hazards

Focus of Requested Comments on Scope of the EIR

- Suggestions about ways to improve or change City policies and programs to better address specific environmental concerns

Focus of Requested Comments on Scope of the EIR

- **Air Quality/GHG:** Industrial uses and transportation sources
- **Hazards and Hazardous Materials:** Industrial uses; active earthquake faults
- **Noise:** Business/industrial noise; traffic and train noise
- **Transportation/Traffic:** Automobile and truck traffic; train impacts



Vernon General Plan and Zoning Ordinance Update

**Supplemental EIR
Scoping Meeting**

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

RECEIVED
SEP 25 2012
Community Services



*Flex your power!
Be energy efficient!*

September 20, 2012

Mr. Kevin Wilson
City of Vernon
4305 Santa Fe Ave
Vernon, CA 90058

Re: IGR/CEQA No. 120916ZJ-NOP/IS
City of Vernon General Plan
and Zoning Ordinance Update
Vic. LA-5/710-VAR, SCH#2007061031

Dear Mr. Wilson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the City of Vernon General Plan and Zoning Ordinance Update. Based on the information received, we have the following comments:

To fully evaluate the potential impacts to the State Highway System at the General Plan build-out, a traffic study is necessary and should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). The traffic study should include the following information:

1. Analysis of Interstate 5 (I-5) and Interstate 710 (I-710) freeways, including all affected on/off ramps.
2. Trip generation, trip distribution, mode choice, and trip assignment.
3. Traffic volumes and level-of-service calculations for major, including existing, project, cumulative, and project plus cumulative traffic analysis.
4. An analysis of future transportation infrastructure improvements, including improvement to the mainline freeway and freeway on/off-ramps.
5. The General Plan should include an analysis of goods movement activities within the City, such as trucking operations and rail freight operations. It should also include intermodal rail freight/trucking operations, retail and manufacturing warehouse distribution facilities, and a summary of origin and destination. The Goods Movement activities should also include current level of operation and future system capacity.

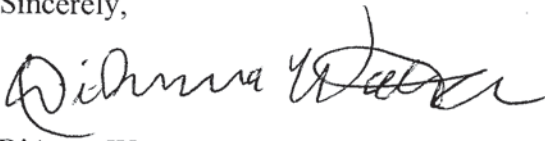
6. Transportation Corridor Studies that may involve implementing congestion pricing for trucks using new local highway facilities such as along the I-710 Freeway corridor should be included in the Vernon General Plan.

For additional information on Caltrans criteria for the preparation of traffic impact analysis, please refer the traffic consultant to the Department's traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

If you have any questions regarding our comments, please call project coordinator Zeron Jefferson at (213) 897-0219. Please refer to record number 120916/ZJ.

Sincerely,

A handwritten signature in dark ink, appearing to read "DiAnna Watson", with a stylized flourish at the end.

DiAnna Watson
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



September 26, 2012

Mr. S. Kevin Wilson Planner

City of Vernon

4305 Santa Fe Avenue
Vernon, CA 90058

RECEIVED

OCT 01 2012

Community Services

Re: SCH#2007061031; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR); for the "Focused General Plan and Zoning Ordinance Update Project," located in the City of Vernon; Los Angeles County, California

Dear Mr. Wilson:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. This project is also subject to California Government Code Section 65352.3 *et seq.*

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites," as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway.

Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq.*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

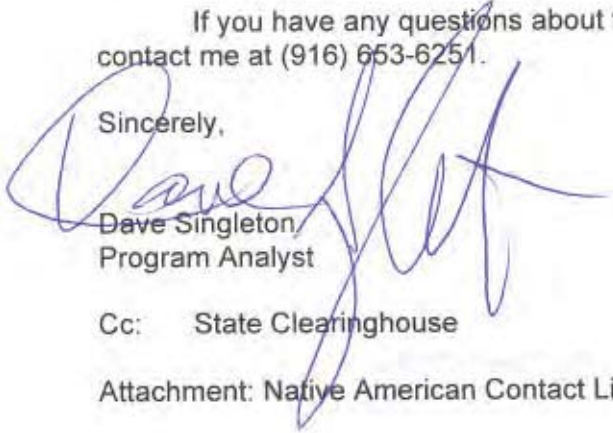
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,



Dave Singleton,
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007061031; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Focused General Plan and Zoning Ordinance Update; located in the City of Vernon; Los Angeles County, California.

Gabrielino Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2007061031; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Focused General Plan and Zoning Ordinance Update; located in the City of Vernon; Los Angeles County, California.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



September 21, 2012

S. Kevin Wilson
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Dear Mr. Wilson:

Re: SCH# 2007061031 Focused General Plan and Zoning Ordinance Update

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California.

The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* from the State Clearinghouse for the proposed City of Vernon (City) Focused General Plan and Zoning Ordinance Update project. Previously on June 26 and October 5, 2007, RCES issued two (2) comment letters on the matter.

RCES recommends that the City add language to the General Plan so that any future development adjacent to or near the shared railroad/light rail right-of-way is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

If you have any questions, please contact Ken Chiang at 213-576-7076, email at ykc@cpuc.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang", with a stylized flourish at the end.

Ken Chiang, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

October 3, 2012

S. Kevin Wilson
Director of Community Services & Water
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Notice of Preparation of a CEQA Document for the Focused General Plan and Zoning Ordinance Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: <http://www.aqmd.gov/ceqa/models.html>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
LAC120913-04
Control Number



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

September 13, 2012

RECEIVED

SEP 17 2012

Community Services

To: Reviewing Agencies
Re: Focused General Plan and Zoning Ordinance Update
SCH# 2007061031

Attached for your review and comment is the Notice of Preparation (NOP) for the Focused General Plan and Zoning Ordinance Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

S. Kevin Wilson
City of Vernon
4305 Santa Fe Ave
Vernon, CA 90058

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007061031
Project Title Focused General Plan and Zoning Ordinance Update
Lead Agency Vernon, City of

Type NOP Notice of Preparation

Description The proposed project consists of: 1) a comprehensive update to the Vernon General Plan Housing element; 2) a related vision to the Land Use Element to introduce a new Housing Overlay and Emergency Shelter Overlay, and to expand the Commercial Overlay; 3) revisions to the Land Use, Noise, Safety, and Resources Elements to respond to newly adopted State Law; and 4) focused revisions to the Vernon Zoning Ordinance and Zoning Map, including introduction of a Housing Overlay, Emergency Shelter Overlay, and Truck and Freight Terminal Overlay; expansion of the Commercial Overlay and revisions to allowable commercial uses; and minor edits to clarify other provisions.

Lead Agency Contact

Name S. Kevin Wilson
Agency City of Vernon
Phone 323 583-8811 x245 **Fax**
email
Address 4305 Santa Fe Ave
City Vernon **State** CA **Zip** 90058

Project Location

County Los Angeles
City Vernon
Region
Cross Streets Entire City
Lat / Long
Parcel No. Entire City

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-5, I-10, I-710
Airports No
Railways UPRR, BNSF
Waterways Los Angeles River
Schools LA USD
Land Use Industrial Land Use; largely Industrial Zoning

Project Issues Noise; Toxic/Hazardous; Traffic/Circulation; Cumulative Effects; Other Issues; Air Quality

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 09/13/2012 **Start of Review** 09/13/2012 **End of Review** 10/12/2012

Resources Agency☒ Resources Agency

Nadell Gayou

☐ Dept. of Boating & Waterways
Nicole Wong☐ California Coastal Commission

Elizabeth A. Fuchs

☐ Colorado River Board
Gerald R. Zimmerman☐ Dept. of Conservation
Elizabeth Carpenter☐ California Energy Commission
Eric Knight☐ Cal Fire

Dan Foster

☐ Central Valley Flood Protection Board
James Herola☐ Office of Historic Preservation
Ron Parsons☒ Dept of Parks & Recreation
Environmental Stewardship Section☐ California Department of Resources, Recycling & Recovery
Sue O'Leary☐ S.F. Bay Conservation & Dev't. Comm.
Steve McAdam☒ Dept. of Water Resources
Agency
Nadell GayouFish and Game☐ Depart. of Fish & Game
Scott Flint
Environmental Services Division☐ Fish & Game Region 1
Donald Koch☐ Fish & Game Region 1E
Laurie Harnsberger☐ Fish & Game Region 2
Jeff Drongesen☐ Fish & Game Region 3
Charles Armor☐ Fish & Game Region 4
Julie Vance☒ Fish & Game Region 5
Leslie Newton-Reed
Habitat Conservation Program☐ Fish & Game Region 6
Gabrina Gatchel
Habitat Conservation Program☐ Fish & Game Region 6 I/M
Brad Henderson
Inyo/Mono, Habitat Conservation Program☐ Dept. of Fish & Game M
George Isaac
Marine RegionOther Departments☐ Food & Agriculture
Sandra Schubert
Dept. of Food and Agriculture☐ Dept. of General Services
Public School Construction☐ Dept. of General Services
Anna Garbeff
Environmental Services Section☐ Dept. of Public Health
Jeffery Worth
Dept. of Health/Drinking Water☐ Delta Stewardship Council
Kevan SamsamIndependentCommissions, Boards☐ Delta Protection Commission
Michael Machado☒ Cal EMA (Emergency Management Agency)
Dennis Castrillo☒ Native American Heritage Comm.
Debbie Treadway
☒ Public Utilities Commission
Leo Wong☐ Santa Monica Bay Restoration
Guangyu Wang☐ State Lands Commission
Jennifer Deleong☐ Tahoe Regional Planning Agency (TRPA)
Cherry JacquesBusiness, Trans & Housing☐ Caltrans - Division of Aeronautics
Phillip Crimmins☐ Caltrans - Planning
Terri Pencovic☒ California Highway Patrol
Suzann Ikeuchi
Office of Special Projects☒ Housing & Community Development
CEQA Coordinator
Housing Policy DivisionDept. of Transportation☐ Caltrans, District 1
Rex Jackman☐ Caltrans, District 2
Marcelino Gonzalez☐ Caltrans, District 3
Gary Arnold☐ Caltrans, District 4
Erik Alm☐ Caltrans, District 5
David Murray☐ Caltrans, District 6
Michael Navarro☒ Caltrans, District 7
Dianna Watson☐ Caltrans, District 8
Dan Kopulsky☐ Caltrans, District 9
Gayle Rosander☐ Caltrans, District 10
Tom Dumas☐ Caltrans, District 11
Jacob Armstrong☐ Caltrans, District 12
Marlon RegisfordCal EPAAir Resources Board☐ Airport/Energy Projects
Jim Lerner☐ Transportation Projects
Douglas Ito☐ Industrial Projects
Mike Tollstrup☐ State Water Resources Control BoardRegional Programs Unit
Division of Financial Assistance☐ State Water Resources Control BoardStudent Intern, 401 Water Quality Certification Unit
Division of Water Quality☐ State Water Resources Control BoardPhil Crader
Division of Water Rights☒ Dept. of Toxic Substances Control
CEQA Tracking Center☐ Department of Pesticide Regulation
CEQA Coordinator☐ Other _____☐ _____
Conservancy

Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1Cathleen Hudson
North Coast Region (1)☐ RWQCB 2

Environmental Document Coordinator

San Francisco Bay Region (2)

☐ RWQCB 3

Central Coast Region (3)

☒ RWQCB 4

Teresa Rodgers

Los Angeles Region (4)

☐ RWQCB 5S

Central Valley Region (5)

☐ RWQCB 5FCentral Valley Region (5)
Fresno Branch Office☐ RWQCB 5RCentral Valley Region (5)
Redding Branch Office☐ RWQCB 6

Lahontan Region (6)

☐ RWQCB 6VLahontan Region (6)
Victorville Branch Office☐ RWQCB 7

Colorado River Basin Region (7)

☐ RWQCB 8

Santa Ana Region (8)

☐ RWQCB 9

San Diego Region (9)

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

Lucille Roybal-Allard
Congresswoman
255 E. Temple St., Ste 1860
Los Angeles, CA 90012

John Kinas
United States Aluminum
3663 Bandini Boulevard
Vernon, CA 90023

L.A. County Board of Supervisors
Director of Planning
James Hertl – Room 1390
320 W. Temple Street
Los Angeles, CA 90012

Gloria Molina
Board of Supervisors
500 W. Temple St., Ste 856
Los Angeles, CA 90012

Ms. Gutierrez
924 S. Mott Street
Los Angeles, CA 90023

South Coast Air Quality Mgmt District (AQMD)
21865 E. Copley Drive
Diamond Bar, CA 91765

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Office of the City Manager
333 W. Ocean Blvd., 13th floor
Long Beach, CA 90802

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Heger Realty Corp.
5657 E. Washington Blvd.
Los Angeles, CA 90040

Brian Scanlon
L.A. County Public Works
Mapping & Property Mgmt.
900 S. Fremont Avenue, 10th Floor
Alhambra, CA 91803

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Owens-Brockway
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Vernon, CA 90058

Joseph R. Garruba
California Portland Cement Co.
2025 E. Financial Way
Glendora, CA 91740

City of Commerce
Planning Department
2535 Commerce Way
Commerce, CA 90040

California Water Service Comp.
3316 West Beverly Boulevard
Montebello, CA 90640

J.J. Little
J.J. Little Company, Inc.
9945 Malgar Drive
Whittier, CA 90603

City of Bell
Planning Department
6330 Pine Street
Bell, CA 90201

Marisa Olguin
Chamber of Commerce
3801 Santa Fe Avenue
Vernon, CA 90058

L.R. Luppen
Metal Products Engineering
3050 Leonis Boulevard
Vernon, CA 90058

City of Cudahy
Planning Department
5220 Santa Ana Street
Cudahy, CA 90201

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

Ellen Orlando
Karen Lehrer
2300 E. 11th Street
Los Angeles, CA 90021

L.A. County Sanitation District
P.O. Box 4998
Whittier, CA 90607

L.A. County Flood Control District
900 S. Fremont Avenue, 8th Floor
Alhambra, CA 91803

Maywood Mutual Water Co. 3
6151 Heliotrope Avenue
Maywood, CA 90270

City of Maywood
Planning Department
4319 Slauson Avenue
Maywood, CA 90270

L.A. Unified School District
Office of Environmental Health & Safety
333 South Beaudry Ave., 20th Floor
Los Angeles, CA 90017
Attention: Glenn Striegler

So. Cal Edison
1924 Cashdan Street
Compton, CA 90220
Attn: Mike Frazier

City of Los Angeles
Planning Department
200 North Spring St.
Los Angeles, CA 90012

Suk Chon
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

Dave Karrker
California Water Service
5243 E. Sheila Street
Commerce, CA 90022

Reynan L. Ledesma
Department of Water & Power L.A.
111 N. Hope Street
Los Angeles, CA 90012

AT&T
100 W. Alondra Blvd., Rm 202A
Gardena, CA 90248
Attn: Leslie Donaldson

The Gas Company (So. Cal Gas Co.)
P.O. Box 3150
San Dimas, CA 91773

Burlington Northern Santa Fe Railroad
3770 E. Washington Blvd.
Los Angeles, CA 90023
Attn: Dick Ebel

L.A. Junction Railroad
4433 Exchange Avenue
Vernon, CA 90058
Attn: Marion Alexander

L.A. County Sanitation District
P.O. Box 4998
Whittier, CA 90607

Suk Chon
County of Los Angeles
Department of Public Works
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Appendix B Air Quality Data

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EXISTING OUTPUT

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Unmitigated Operational

Mitigated Operational

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Unmitigated	3,992,540	13,111,849	53,171,58	109,6362	7,444,616	212,9344	7,657,551	1,988,628	195,5229	2,184,1510		10,160,88	10,160,886	444,4319		10,170,219
Mitigated	3,992,540	13,111,849	53,171,58	109,6362	7,444,616	212,9344	7,657,551	1,988,628	195,5229	2,184,1510		6,7357	10,160,886	444,4319		10,170,219
		1	50		7		1					6,7357				.8064
		1	50		7		1					6,7357				.8064

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
General Light Industry	793,341.29	150,245.41	77,399.15	2,653,392,885		2,653,392,885	
Total	793,341.29	150,245.41	77,399.15	2,653,392,885		2,653,392,885	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day															
Natural Gas Mitigated	63,2580	575,0731	483,0614	3,4504		43,7056	43,7056		43,7056	43,7056		690,087,6	690,087,69	13,2267	12,6516	694,287,45
Natural Gas Unmitigated	63,2580	575,0731	483,0614	3,4504		43,7056	43,7056		43,7056	43,7056		992	690,087,6	13,2267	12,6516	694,287,45
												992				79
												992				79

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural/Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day																
General Light Industry	5.86575e+006	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.69	92	992	13.2267	12.6516	694,287.4579
Total		63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.69	92	992	13.2267	12.6516	694,287.4579

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
General Light Industry	5865.75	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.692	690,087.692	13.2267	12.6516	694,287.4579
Total		63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.692	690,087.692	13.2267	12.6516	694,287.4579

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Unmitigated	2.977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Mitigated	2.977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day															
Architectural Coating	722.6917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,253.6811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2275	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Total	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day															
Architectural Coating	722.6917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,253.6811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.2275	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Total	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		28.4750
Energy	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6	690,087.69	13.2267	12.6516	694,287.45
Mobile	4,116.6429	13,828.8340	51,193.0805	104.0720	7,444.6167	213.9547	7,658.5714	1,988.6281	196.4615	2,185.0896		9,657.831	9,657.831	444.6368		9,667,169.0355
Total	7,157.5012	14,404.0255	51,688.2921	107.5233	7,444.6167	257.7046	7,702.3213	1,988.6281	240.2114	2,228.8395		10,347.94	10,347.944	457.9380	12.6516	10,361,482.9684

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		28.4750
Energy	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6	690,087.69	13.2267	12.6516	694,287.45
Mobile	4,116.6429	13,828.834	51,193.08	104.0720	7,444.616	213.9547	7,658.571	1,988.6281	196.4615	2,185.0896		9,657,831.	9,657,831.	444.6368		9,667,169.
		0	05		7		4					6624	6624			0355
Total	7,157.5012	14,404.025	51,688.29	107.5233	7,444.616	257.7046	7,702.321	1,988.6281	240.2114	2,228.8395		10,347.94	10,347.944	457.9380	12.6516	10,361,482
		5	21		7		3					4,2719	.2719			.9684

[illegible]

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Unmitigated	4,116.6429	13,828.834	51,193.08	104.0720	7,444.616	213.9547	7,658.571	1,988.6281	196.4615	2,185.0896		9,657,831.	9,657,831.	444.6368		9,667,169.
	0	05			7		4					6624	6624			0355
Mitigated	4,116.6429	13,828.834	51,193.08	104.0720	7,444.616	213.9547	7,658.571	1,988.6281	196.4615	2,185.0896		9,657,831.	9,657,831.	444.6368		9,667,169.
	0	05			7		4					6624	6624			0355

4.2 Trip Summary Information

	Average Daily Trip Rate				Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday		Annual VMT	Annual VMT
General Light Industry	793,341.29	150,245.41	77,399.15		2,653,392,885	2,653,392,885
Total	793,341.29	150,245.41	77,399.15		2,653,392,885	2,653,392,885

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6	690,087.6	13.2267	12.6516	694,287.45
												992	92			79
Natural Gas Unmitigated	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6	690,087.6	13.2267	12.6516	694,287.45
												992	92			79

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr																
General Light Industry	5.86575e+006	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6992	690,087.6992	13.2267	12.6516	694,287.4579
Total		63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6992	690,087.6992	13.2267	12.6516	694,287.4579

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr																
General Light Industry	5.86575e+006	63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6992	690,087.6992	13.2267	12.6516	694,287.4579
Total		63.2580	575.0731	483.0614	3.4504		43.7056	43.7056		43.7056	43.7056		690,087.6992	690,087.6992	13.2267	12.6516	694,287.4579

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category																
Unmitigated	2.9776003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Mitigated	2.9776003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day															
Architectural Coating	722.6917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,253.6811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1,2275	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Total	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day															
Architectural Coating	722.6917					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,253.6811					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1,2275	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750
Total	2,977.6003	0.1184	12.1503	8.7000e-004		0.0443	0.0443		0.0443	0.0443		24.9103	24.9103	0.0745		26.4750

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

City of Vernon Supplemental EIR Existing
South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	113,822.28	1000sqft	2,613.00	113,822,280.00	0

1.2 Other Project Characteristics

Urbanization Urban Wind Speed (m/s) 2.2 Precipitation Freq (Days) 31

Climate Zone 12 Operational Year 2014

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr) 630.89 CH4 Intensity (lb/MW/hr) 0.029 N2O Intensity (lb/MW/hr) 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - acreage

Construction Phase - No construction proposed.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10,000.00	0.00
tblLandUse	LandUseSquareFeet	113,822,000.00	113,822,280.00
tblLandUse	LotAcreage	2,612.99	2,613.00

2.0 Emissions Summary

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022
Energy	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	506,746.3	506,746.38	20.2316	5.8274	508,977.73
Mobile	541.2811	1,939.3142	7,136.559	14.4714	1,004.719	29.2941	1,034.013	268.7871	26.8988	295.6860	0.0000	1,217,929	1,217,929	55.3664	0.0000	1,219,092
Waste			1		4	0.0000	0.0000		0.0000	0.0000	28,649.99	0.0000	28,649.998	1,693.166	0.0000	64,206.492
Water						0.0000	0.0000		0.0000	0.0000	8,350.546	98,078.01	106,428.56	862.1895	21.1845	131,101.72
Total	1,096.1672	2,044.2798	7,226.236	15.1012	1,004.719	37.2759	1,041.995	268.7871	34.8806	303.6678	37,000.54	1,822,757.1	1,859,757.1	2,630.962	27.0119	1,923,381.5360

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022
Energy	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	506,746.3	506,746.38	20.2316	5.8274	508,977.73
Mobile	541.2811	1,939.3142	7,136.559	14.4714	1,004.719	29.2941	1,034.013	268.7871	26.8988	295.6860	0.0000	1,217,929	1,217,929	55.3664	0.0000	1,219,092
Waste			1		4	0.0000	0.0000		0.0000	0.0000	28,649.99	0.0000	28,649.998	1,693.166	0.0000	64,206.492
Water						0.0000	0.0000		0.0000	0.0000	8,350.546	98,078.01	106,428.56	862.0330	21.1521	131,088.40
Total	1,096.1672	2,044.2798	7,226.236	15.1012	1,004.719	37.2759	1,041.995	268.7871	34.8806	303.6678	37,000.54	1,822,757.1	1,859,757.1	2,630.805	26.9795	1,923,368.2139

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.12	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Mitigated	541,2811	1,939,3142	7,136,559	14,4714	1,004,719	29,2941	1,034,013	268,7871	26,8988	295,6860	0.0000	1,217,929	1,217,929	55,3664	0.0000	1,219,092
		1			4		5					8852	8852			5793
Unmitigated	541,2811	1,939,3142	7,136,559	14,4714	1,004,719	29,2941	1,034,013	268,7871	26,8988	295,6860	0.0000	1,217,929	1,217,929	55,3664	0.0000	1,219,092
		1			4		5					8852	8852			5793

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
General Light Industry	793,341.29	150,245.41	77,399.15	2,653,392,885	2,653,392,885
Total	793,341.29	150,245.41	77,399.15	2,653,392,885	2,653,392,885

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.516610	0.060517	0.179979	0.140587	0.041566	0.006616	0.015092	0.027587	0.001923	0.002530	0.004314	0.000602	0.002075

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
NaturalGas Mitigated	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.7	114,251.75	2.1898	2.0946	114,947.07
NaturalGas Unmitigated	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.7	114,251.75	2.1898	2.0946	114,947.07
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	392,494.6	392,494.62	18.0417	3.7328	394,030.65
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	392,494.6	392,494.62	18.0417	3.7328	394,030.65

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	2.141e+009	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.75	114,251.7	2.1898	2.0946	114,947.07
Total		11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.75	114,251.7	2.1898	2.0946	114,947.07

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	2.141e+009	11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.75	114,251.7	2.1898	2.0946	114,947.07
Total		11.5446	104.9508	88.1587	0.6297		7.9763	7.9763		7.9763	7.9763	0.0000	114,251.75	114,251.7	2.1898	2.0946	114,947.07

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.37156e+009	392,494.6234	18.0417	3.7328	394,030.6586
Total		392,494.6234	18.0417	3.7328	394,030.6586

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.37156e+009	392,494.6234	18.0417	3.7328	394,030.6586
Total		392,494.6234	18.0417	3.7328	394,030.6586

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
	MT/yr															
Mitigated	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022
Unmitigated	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	131.8912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	411.2968					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1534	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022
Total	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	131.8912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	411.2968					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1534	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022
Total	543.3415	0.0148	1.5188	1.1000e-004		5.5400e-003	5.5400e-003		5.5400e-003	5.5400e-003	0.0000	2.8248	2.8248	8.4500e-003	0.0000	3.0022

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	106,428.56	862.1895	21.1845	131,101.72
	32			81
Mitigated	106,428.56	862.0330	21.1521	131,088.40
	32			60

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26321.3 / 0	106,428.56	862.1895	21.1845	131,101.7
		32			281
Total		106,428.56	862.1895	21.1845	131,101.7
		32			281

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	26321.3 / 0	106,428.56	862.0330	21.1521	131,088.4
		32			060
Total		106,428.56	862.0330	21.1521	131,088.4
		32			060

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	28,649.998	1,693.1664	0.0000	64,206.492
	3			7
Unmitigated	28,649.998	1,693.1664	0.0000	64,206.492
	3			7

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141139	28,649.998	1,693.166	0.0000	64,206.49
	3	4			27
Total		28,649.998	1,693.166	0.0000	64,206.49
		3	4		27

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	141139	28,649.998	1,693.166	0.0000	64,206.49
	3	4			27
Total		28,649.998	1,693.166	0.0000	64,206.49
		3	4		27

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

PROPOSED OUTPUT

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2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Energy	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.8715	732.8715	14.0467	13.4360	737,331.6
Mobile	1,857.1778	5,226.4884	23,937.8416	122.4193	7,930.0909	159,8782	8,089,9691	2,120.4302	147.5124	2,267.9427		8,727,552.8005	8,727,552.8005	217.2612		8,732,115.2860
Total	5,086.3831	5,837.3249	24,463.1231	126.0846	7,930.0909	206.3369	8,136.4278	2,120.4302	193.9711	2,314.4014		9,460,450.8071	9,460,450.8071	231.3761	13.4360	9,469,474.8580

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Energy	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.8715	732.8715	14.0467	13.4360	737,331.6
Mobile	1,857.1778	5,226.4884	23,937.8416	122.4193	7,930.0909	159.8782	8,089.9691	2,120.4302	147.5124	2,267.9427		8,727,552	8,727,552	217.2612		8,732,115,2860
Total	5,086.3831	5,837.3249	24,463.1231	126.0846	7,930.0909	206.3369	8,136.4278	2,120.4302	193.9711	2,314.4014		9,460,450	9,460,450	231.3761	13.4360	9,469,474,8580

[illegible]

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Unmitigated	1,857,1778	5,226,4884	23,937,84	122,4193	7,930,090	159,8782	8,089,969	2,120,430	147,5124	2,267,9427		8,727,552	8,727,552	217,2612		8,732,115
		16			9		1	2				8005	8005			2860
Mitigated	1,857,1778	5,226,4884	23,937,84	122,4193	7,930,090	159,8782	8,089,969	2,120,430	147,5124	2,267,9427		8,727,552	8,727,552	217,2612		8,732,115
		16			9		1	2				8005	8005			2860

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
General Light Industry	842,526.63	159,560.28	82197.72	2,817,897,152		2,817,897,152	
Total	842,526.63	159,560.28	82,197.72	2,817,897,152		2,817,897,152	

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475956	0.062534	0.188657	0.147142	0.045607	0.007258	0.017370	0.042746	0.002183	0.002612	0.003879	0.000535	0.003521

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
NaturalGas Mitigated	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.5	732.871.55	14.0467	13.4360	737,331.6
NaturalGas Unmitigated	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.5	732.871.55	14.0467	13.4360	737,331.6

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
General Light Industry	6.22941e+006	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.55	732.871.5	14.0467	13.4360	737,331.6
Total		67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.55	732.871.5	14.0467	13.4360	737,331.6

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
General Light Industry	6229.41	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.55	732.871.5	14.0467	13.4360	737,331.6
Total		67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.55	732.871.5	14.0467	13.4360	737,331.6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Unmitigated	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Mitigated	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	767.4989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,393.4042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1224	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Total	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	767.4989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,393.4042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1224	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Total	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Area	3,162.0255	0.1103	12.2715	9.2000e-004	0.0435	0.0435	0.0435	0.0435	0.0435	0.0435	26.4547	26.4547	26.4547	0.0682		27.8859
Energy	67.1799	610.7263	513.0101	3.6644	46.4152	46.4152	46.4152	46.4152	46.4152	46.4152		520	732,871.55	14.0467	13.4360	737,331.6861
Mobile	1,897.9578	5,470.3576	23,399.8587	116.3224	7,930.0909	160.2526	8,090.3436	2,120.4302	147.8568	2,268.2871	8,333.233	0295	8,333.233	217.6240		8,337,803.1325
Total	5,127.1632	6,081.1942	23,925.1402	119.9877	7,930.0909	206.7113	8,136.8023	2,120.4302	194.3156	2,314.7458	9,066.131	0361	9,066.131	231.7388	13.4360	9,075,162.7045

	ROG
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[illegible]

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Unmitigated	1,897,9578	5,470,3576	23,399,855	116,3224	7,930,090	160,2526	8,090,343	2,120,430	147,8568	2,268,2871		8,333,233	8,333,233	217,6240		8,337,803
			87		9		6	2				0295	0295			1325
Mitigated	1,897,9578	5,470,3576	23,399,855	116,3224	7,930,090	160,2526	8,090,343	2,120,430	147,8568	2,268,2871		8,333,233	8,333,233	217,6240		8,337,803
			87		9		6	2				0295	0295			1325

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	842,526.63	159,560.28	82197.72	2,817,897,152	2,817,897,152
Total	842,526.63	159,560.28	82,197.72	2,817,897,152	2,817,897,152

4.3 Trip Type Information

	Miles				Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C- NW	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3	

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	MCY	SBUS	MH
0.475956	0.062534	0.188657	0.147142	0.045607	0.007258	0.017370	0.042746	0.002183	0.002612	0.000535	0.003521

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
NaturalGas Mitigated	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.5	732.871.55	14.0467	13.4360	737,331.6
NaturalGas Unmitigated	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.5	732.871.55	14.0467	13.4360	737,331.6

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
General Light Industry	6.22941e+006	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732.871.55	732,871.5	14.0467	13.4360	737,331.6
Total		67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732,871.55	732,871.5	14.0467	13.4360	737,331.6

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day															
General Light Industry	6229.41	67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732,871.55	732,871.5	14.0467	13.4360	737,331.6
Total		67.1799	610.7263	513.0101	3.6644		46.4152	46.4152		46.4152	46.4152		732,871.55	732,871.5	14.0467	13.4360	737,331.6

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day															
Unmitigated	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Mitigated	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day															
Architectural Coating	767.4989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,393.4042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1,1224	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Total	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	767.4989					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2,393.4042					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1224	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859
Total	3,162.0255	0.1103	12.2715	9.2000e-004		0.0435	0.0435		0.0435	0.0435		26.4547	26.4547	0.0682		27.8859

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622
Energy	12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	538,163.4934	538,163.4934	21.4859	6.1887	540,533.1844
Mobile	249.7553	767.3518	3,249.3428	16.1673	1,070.2985	21.9724	1,092.2708	286.6214	20.2729	306.8942	0.0000	1,049,535.6753	1,049,535.6753	27.0797	0.0000	1,050,104.3485
Waste						0.0000	0.0000		0.0000	0.0000	30,426.3073	0.0000	30,426.3073	1,798.1433	0.0000	68,187.3155
Water						0.0000	0.0000		0.0000	0.0000	8,868.2826	104,158.8113	113,027.1616	915.6455	22.4979	139,230.0767
Total	839.0207	878.8231	3,344.5011	16.8361	1,070.2985	30.4486	1,100.7471	286.6214	28.7491	315.3704	39,294.5899	1,691,861.0538	1,731,155.6436	2,762.3620	28.6866	1,798,058.0873

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622
Energy	12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	538,163.4934	538,163.4934	21.4859	6.1887	540,533.1844
Mobile	249.7553	767.3518	3,249.3428	16.1673	1,070.2985	21.9724	1,092.2708	286.6214	20.2729	306.8942	0.0000	1,049,535.6753	1,049,535.6753	27.0797	0.0000	1,050,104.3485
Waste						0.0000	0.0000		0.0000	0.0000	30,426.3073	0.0000	30,426.3073	1,798.1433	0.0000	68,187.3155
Water						0.0000	0.0000		0.0000	0.0000	8,868.2826	104,158.8113	113,027.1616	915.6455	22.4635	139,215.9286
Total	839.0207	878.8231	3,344.5011	16.8361	1,070.2985	30.4486	1,100.7471	286.6214	28.7491	315.3704	39,294.5899	1,691,861.0538	1,731,155.6436	2,762.1958	28.6522	1,798,043.9392

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.12	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	12/31/2013	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	249,7553	767,3518	3,249,3428	16,1673	1,070,2985	21,9724	1,092,2708	286,6214	20,2729	306,8942	0.0000	1,049,5356	1,049,5356	27,0797	0.0000	1,050,104,3485
Unmitigated	249,7553	767,3518	3,249,3428	16,1673	1,070,2985	21,9724	1,092,2708	286,6214	20,2729	306,8942	0.0000	1,049,5356	1,049,5356	27,0797	0.0000	1,050,104,3485

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate				Unmitigated		Mitigated	
	Weekday	Saturday	Sunday		Annual VMT		Annual VMT	
General Light Industry	842,526.63	159,560.28	82,197.72		2,817,897,152		2,817,897,152	
Total	842,526.63	159,560.28	82,197.72		2,817,897,152		2,817,897,152	

4.3 Trip Type Information

		Miles		Trip %		Trip Purpose %				
Land Use		H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
General Light Industry		16.60	8.40	6.90	28.00	13.00	92	5	3	

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.475956	0.062534	0.188657	0.147142	0.045607	0.007258	0.017370	0.042746	0.002183	0.002612	0.003879	0.000535	0.003521

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Natural Gas Mitigated	12,2603	111,4576	93,6243	0.6688		8,4708	8,4708		8,4708	8,4708	0.0000	121,335.1046	121,335.10	2,3256	2,2245	122,073.5298
Natural Gas Unmitigated	12,2603	111,4576	93,6243	0.6688		8,4708	8,4708		8,4708	8,4708	0.0000	121,335.1046	121,335.10	2,3256	2,2245	122,073.5298
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	416,828.3488	416,828.38	19,1603	3,9642	418,459.6546
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	416,828.3488	416,828.38	19,1603	3,9642	418,459.6546

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	MT/yr															
General Light Industry	2.27373e+ 009	12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	121,335.10 46	121,335.1 046	2.3256	2.2245	122,073.52 98
Total		12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	121,335.10 46	121,335.1 046	2.3256	2.2245	122,073.52 98

Mitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	MT/yr															
General Light Industry	2.27373e+ 009	12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	121,335.10 46	121,335.1 046	2.3256	2.2245	122,073.52 98
Total		12.2603	111.4576	93.6243	0.6688		8.4708	8.4708		8.4708	8.4708	0.0000	121,335.10 46	121,335.1 046	2.3256	2.2245	122,073.52 98

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.45659e+ 009	416,828.38 88	19.1603	3.9642	418,459.6 546
Total		416,828.38 88	19.1603	3.9642	418,459.6 546

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.45659e+ 009	416,828.38 88	19.1603	3.9642	418,459.6 546
Total		416,828.38 88	19.1603	3.9642	418,459.6 546

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Mitigated	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622
Unmitigated	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr															
Architectural Coating	140.0685					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	436.7963					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1403	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622
Total	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr															
Architectural Coating	140.0685					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	436.7963					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1403	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622
Total	577.0051	0.0138	1.5339	1.2000e-004		5.4400e-003	5.4400e-003		5.4400e-003	5.4400e-003	0.0000	2.9999	2.9999	7.7300e-003	0.0000	3.1622

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	113,027.16	915.6455	22.4979	139,230.07
	78			67
Mitigated	113,027.16	915.4793	22.4635	139,215.92
	78			86

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	27953.3 / 0	113,027.16	915.6455	22.4979	139,230.07
		78			767
Total		113,027.16	915.6455	22.4979	139,230.07
		78			767

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	27953.3 / 0	113,027.16	915.4793	22.4635	139,215.9
		78			286
Total		113,027.16	915.4793	22.4635	139,215.9
		78			286

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	30,426.307	1,798.1433	0.0000	68,187.315
	3			5
Unmitigated	30,426.307	1,798.1433	0.0000	68,187.315
	3			5

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	149890	30,426.307	1,798.143	0.0000	68,187.31
		3	3		55
Total		30,426.307	1,798.143	0.0000	68,187.31
		3	3		55

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	149890	30,426.307	1,798.143	0.0000	68,187.31
		3	3		55
Total		30,426.307	1,798.143	0.0000	68,187.31
		3	3		55

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation



KUNZMAN ASSOCIATES, INC.

CITY OF VERNON GENERAL PLAN UPDATE

TRAFFIC IMPACT ANALYSIS

December 11, 2012



KUNZMAN ASSOCIATES, INC.

CITY OF VERNON GENERAL PLAN UPDATE

TRAFFIC IMPACT ANALYSIS

December 11, 2012

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I. Introduction and Summary

A. Purpose of Report and Study Objectives

The purpose of this report is to provide an assessment of the traffic impacts resulting from proposed residential and trucking overlay districts in the City of Vernon, and to identify the traffic mitigation measures necessary to maintain the established Level of Service standard for the elements of the impacted roadway system. The traffic issues related to the proposed land uses and development have been evaluated in the context of the California Environmental Quality Act.

The City of Vernon is the lead agency responsible for preparation of the traffic impact analysis, in accordance with the California Environmental Quality Act authorizing legislation. This report analyzes traffic impacts for the Existing and Year 2035 traffic conditions.

Although this is a technical report, 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.

B. Study Area

The study area intersections were determined by selecting the intersections that are projected to operate at unacceptable Levels of Service in the 2007 Circulation Plan Update for the City of Vernon (see Figure 1):

Alameda Street (NS) at:

- Vernon Avenue (EW) - #1
- 55th Street (EW) - #2

Santa Fe Avenue (NS) at:

- 25th/26th Street (EW) - #3
- 38th Street (EW) - #4
- Vernon Avenue (EW) - #5
- Vernon Avenue/Pacific Boulevard (EW) - #6

Soto Street (NS) at:

- 26th Street (EW) - #7
- Bandini Boulevard (EW) - #8
- Vernon Avenue (EW) - #9
- Leonis Boulevard (EW) - #10
- Fruitland Avenue (EW) - #11

Boyle Avenue (NS) at:

- Slauson Avenue (EW) - #12

Downey Road (NS) at:
Washington Boulevard (EW) - #13
Bandini Boulevard (EW) - #14
Slauson Avenue (EW) - #15

Atlantic Boulevard (NS) at:
Bandini Boulevard (EW) - #16
District Boulevard (EW) - #17

C. Definition of Deficiency and Significant Impact

The City of Vernon has an established acceptable Level of Service of D. Level of Service E and F are unacceptable.

Based on the Los Angeles Department of Transportation Policies and Procedures, an impact is considered significant if the project-related increase in the volume-to-capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.70-0.79	0.04 or more
D	0.80-0.89	0.02 or more
E/F	0.90 - more	0.01 or more

D. Principal Findings

Existing Level of Service: For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersections that operate at Levels of Service E to F during the peak hours (see Table 1):

Alameda Street (NS) at:
Vernon Avenue (EW) - #1
55th Street (EW) - #2

Santa Fe Avenue (NS) at:
25th/26th Street (EW) - #3
38th Street (EW) - #4
Vernon Avenue (EW) - #5
Vernon Avenue/Pacific Boulevard (EW) - #6

Soto Street (NS) at:
26th Street (EW) - #7
Bandini Boulevard (EW) - #8
Vernon Avenue (EW) - #9

Boyle Avenue (NS) at:
Slauson Avenue (EW) - #12

Downey Road (NS) at:
Washington Boulevard (EW) - #13
Bandini Boulevard (EW) - #14
Slauson Avenue (EW) - #15

Atlantic Boulevard (NS) at:
Bandini Boulevard (EW) - #16
District Boulevard (EW) - #17

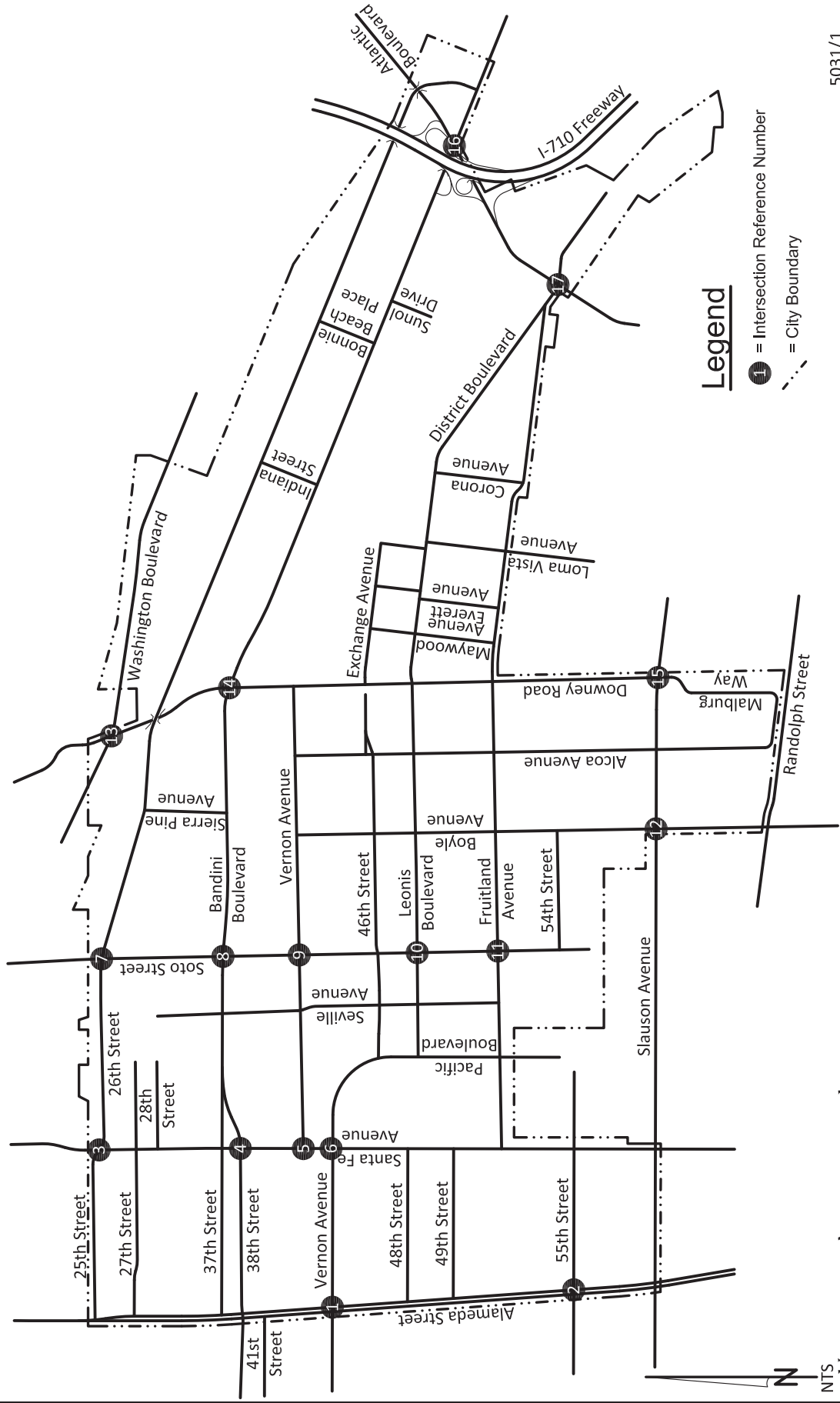
Current General Plan Year 2035 Level of Service: For the Current General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 2).

All potential developments within the proposed housing and trucking overlay districts have been individually accounted for by an appropriate trip generation and trip distribution.

Proposed General Plan Year 2035 Level of Service: For the Proposed General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 4).

Table 5 depicts the Proposed General Plan Year 2035 traffic conditions at the study area intersections. The study area intersections are not significantly impacted by the proposed housing and trucking overlay districts.

Figure 1
Location Map



NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/1

II. Existing Traffic Conditions

The traffic conditions as they exist today are discussed below and illustrated on Figures 2 to 8.

A. Existing Travel Lanes and Intersection Controls

Figures 2 and 3 identify the existing roadway conditions within the City of Vernon. The number of through travel lanes and intersection controls for existing roadways are illustrated on Figure 2 and the existing intersection geometries are identified on Figure 3.

B. Existing Average Daily Traffic Volumes

Figure 4 depict the existing average daily traffic volumes in the study area. Existing manual morning and evening peak hour intersection turning movement counts have been obtained by Kunzman Associates, Inc. in February and October 2012 (see Appendix B). The existing average daily traffic volumes have been obtained from peak hour counts using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach Volume + Exit Volume)} \times 11.0 = \text{Leg Volume.}$$

C. Truck Passenger Car Equivalents

To account for the number of trucks that are included in the traffic counts, a truck factor has been developed. Four vehicle classification spot counts have been conducted to calculate the percentage of the vehicle mix that are trucks. The truck percentage calculation shows that there are currently 22 percent trucks on the City of Vernon Streets (see Appendix C). Per the City of Vernon, a Passenger Car Equivalent of 2.5 has been used on the 22 percent trucks (see Appendix C). A truck factor of 1.33 has been applied to account for the calculated 22 percent trucks on the study area roadways $((1.00 - 0.22) + (0.22 \times 2.5) = 1.33)$.

D. Existing Intersection Capacity Utilization and Level of Service

The technique used to assess the capacity needs of an intersection is known as Intersection Capacity Utilization (see Appendix D). To calculate Intersection Capacity Utilization, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing Intersection Capacity Utilization and Level of Service for the study area intersections are shown in Table 1. Existing Intersection Capacity Utilization is based upon manual morning and evening peak hour intersection turning movement counts obtained by Kunzman Associates, Inc. in February and October 2012. The factored traffic counts are presented on Figures 5 and 6.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest

total volume when all movements are added together. Thus, the 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.

For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersections that operate at Levels of Service E to F during the peak hours (see Table 1):

Alameda Street (NS) at:

Vernon Avenue (EW) - #1
55th Street (EW) - #2

Santa Fe Avenue (NS) at:

25th/26th Street (EW) - #3
38th Street (EW) - #4
Vernon Avenue (EW) - #5
Vernon Avenue/Pacific Boulevard (EW) - #6

Soto Street (NS) at:

26th Street (EW) - #7
Bandini Boulevard (EW) - #8
Vernon Avenue (EW) - #9

Boyle Avenue (NS) at:

Slauson Avenue (EW) - #12

Downey Road (NS) at:

Washington Boulevard (EW) - #13
Bandini Boulevard (EW) - #14
Slauson Avenue (EW) - #15

Atlantic Boulevard (NS) at:

Bandini Boulevard (EW) - #16
District Boulevard (EW) - #17

Existing delay worksheets are provided in Appendix D.

E. Planned Transportation Improvements and Relationship to General Plan

The City of Vernon General Plan Circulation Element is shown on Figure 7. Existing and future roadways are included in the Circulation Element of the General Plan and are graphically depicted on Figure 7. This figure shows the nature and extent of arterial highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Vernon General Plan roadway cross-sections is shown on Figure 8.

Table 1

Existing Intersection Capacity Utilization and Level of Service

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Alameda Street (NS) at:															
Vernon Avenue - West (EW) - #1a	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	1.454-F	1.502-F
Vernon Avenue - East (EW) - #1b	TS	0	1	0	0	1	0	0.5	1	0.5	0.5	1.5	1	1.334-F	1.097-F
55th Street - West (EW) - #2a	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	1	0	1.186-F	1.521-F
55th Street - East (EW) - #2b	TS	0	1	0	0	1	0	0	1	0	0.5	0.5	d	0.891-D	0.735-C
Santa Fe Avenue (NS) at:															
25th/26th Street (EW) - #3	TS	1	2	1>>	1	2	1>>	1	1	d	1	0.5	0.5	1.040-F	1.014-F
38th Street (EW) - #4	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	0	0	0.956-E	1.011-F
Vernon Avenue (EW) - #5	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	1	0.5	0.972-E	0.923-E
Vernon Avenue/Pacific Boulevard (EW) - #6	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2	2	0.919-E	0.957-E
Soto Street (NS) at:															
26th Street (EW) - #7	TS	1	2	1>>	1	2	1	1	0.5	0.5	1	0.5	0.5	1.009-F	1.181-F
Bandini Boulevard (EW) - #8	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	0.951-E	1.003-F
Vernon Avenue (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	0.861-D	0.948-E
Leonis Boulevard (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	0.876-D	0.814-D
Fruitland Avenue (EW) - #11	TS	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	0.806-D	0.879-D
Boyle Avenue (NS) at:															
Slauson Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1.081-F	1.202-F
Downey Road (NS) at:															
Washington Boulevard (EW) - #13	TS	1	2	1	1	2	1	1	2	1>	1	2	d	0.868-D	0.920-E
Bandini Boulevard (EW) - #14	TS	1	2	1	1	2	1	1	2	1	2	1.5	0.5	0.902-E	.942-E
Slauson Avenue (EW) - #15	TS	1	1	1	1	0.5	0.5	1	1.5	0.5	0.5	1	0.5	0.974-E	0.970-E
Atlantic Boulevard (NS) at:															
Bandini Boulevard (EW) - #16	TS	1	4	1	1	3.5	1.5>>	1.5	2	0.5	1	1	2>>	1.543-F	1.433-F
District Boulevard (EW) - #17	TS	1	2.5	0.5	1	3	1>>	2	1	1	0.5	1.5	1>>	0.858-D	0.975-E

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

² ICU-LOS = Intersection Capacity Utilization-Level of Service

³ TS = Traffic Signal

Figure 2
Existing Through Travel Lanes and Intersection Controls

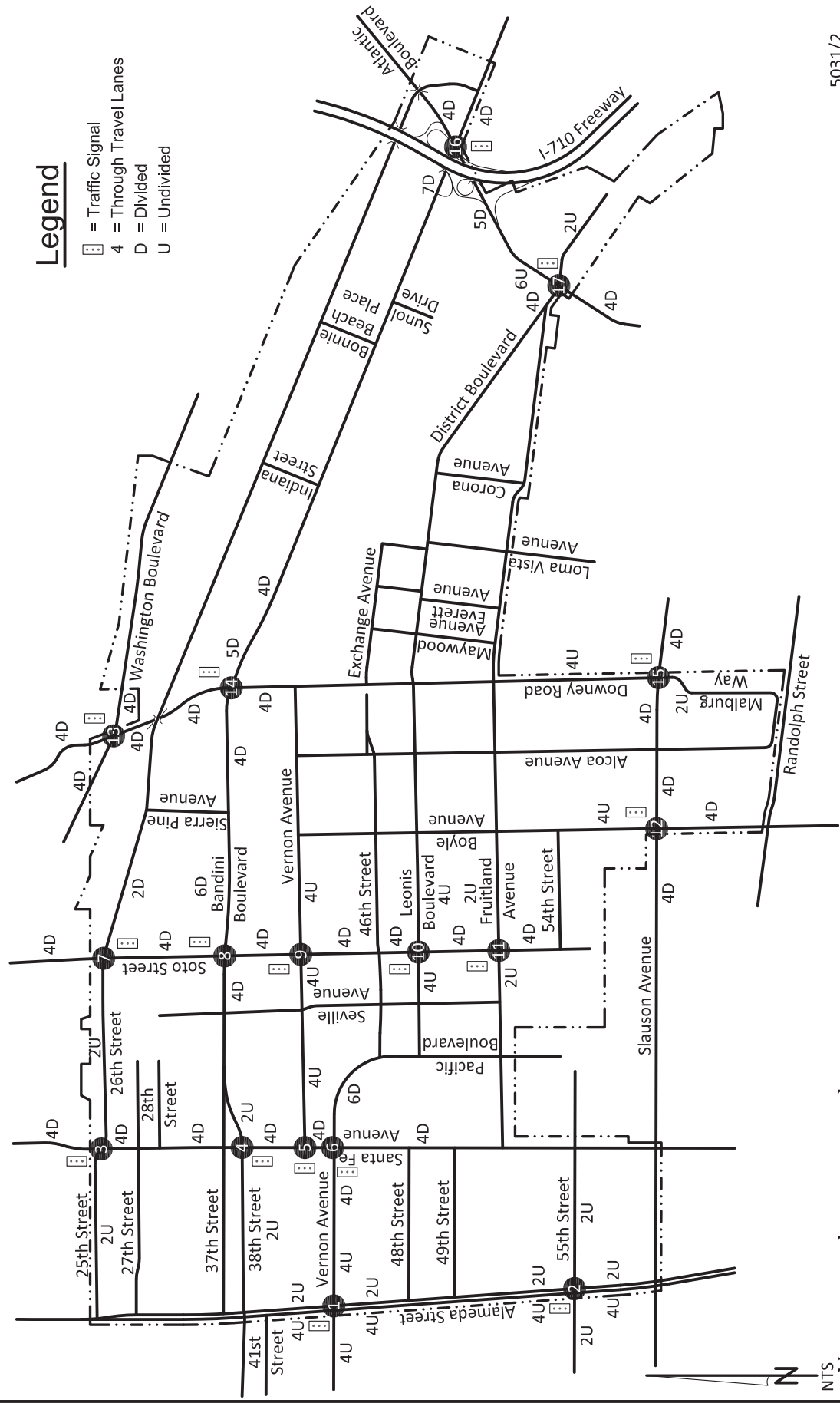


Figure 3
Existing Intersection Geometrics

1	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1 0.5</div><div>←1 ←1.5 ←0.5</div></div>	2	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1 0</div><div>←1 ←1.5 ←0.5</div></div>	3	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1 0</div><div>←1 ←1.5 ←0.5</div></div>	4	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1 0</div><div>←1 ←1.5 ←0.5</div></div>	5	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1 0</div><div>←1 ←1.5 ←0.5</div></div>				
6	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 2.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	7	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 0.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	8	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 2.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	9	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 0.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	10	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	11	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 0.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	12	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>
13	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 2 1</div><div>←1 ←1.5 ←0.5</div></div>	14	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 2 1</div><div>←1 ←1.5 ←0.5</div></div>	15	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	16	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 1.5 0.5</div><div>←1 ←1.5 ←0.5</div></div>	17	<div><div>←0.5 ←1.5 ←1</div><div>←0.5 ←0.5</div></div> <div><div>1 2 1</div><div>←1 ←1.5 ←0.5</div></div>				

Legend

- > = Right Turn Overlap
- >> = Free Right Turn

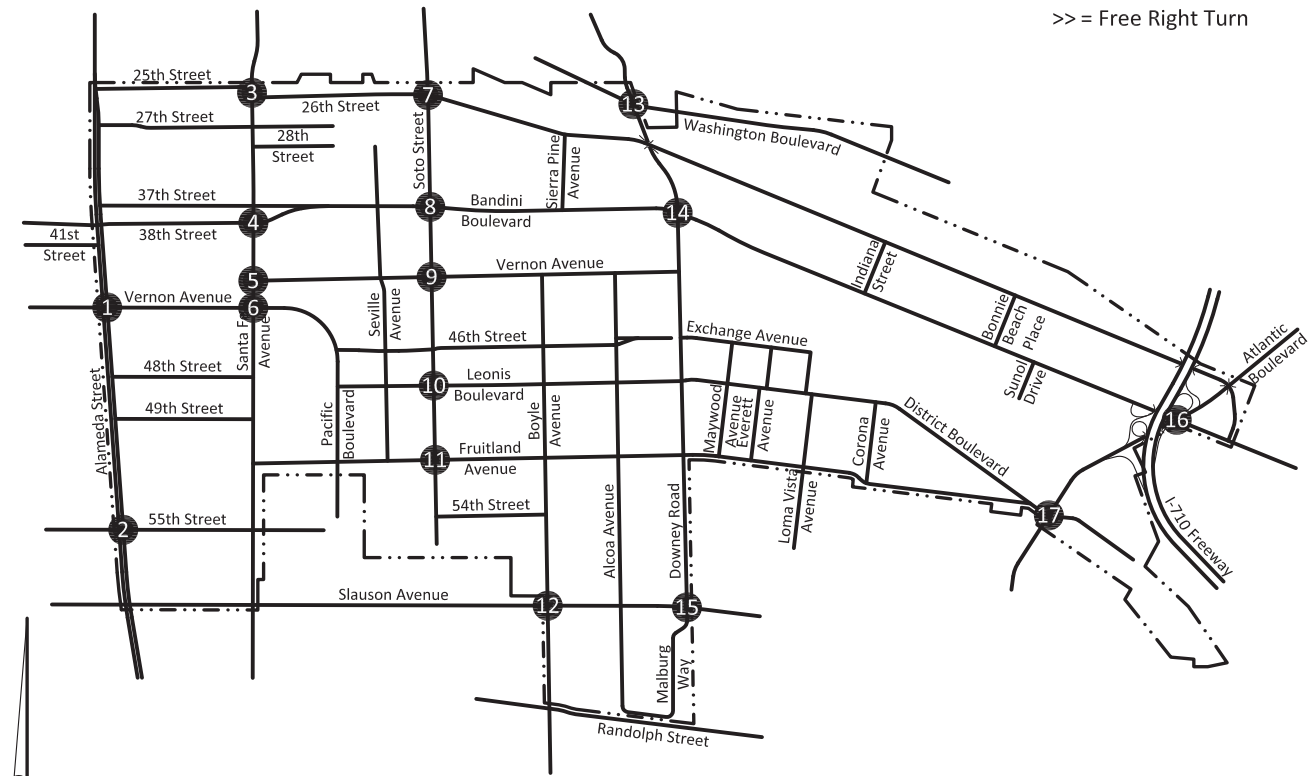
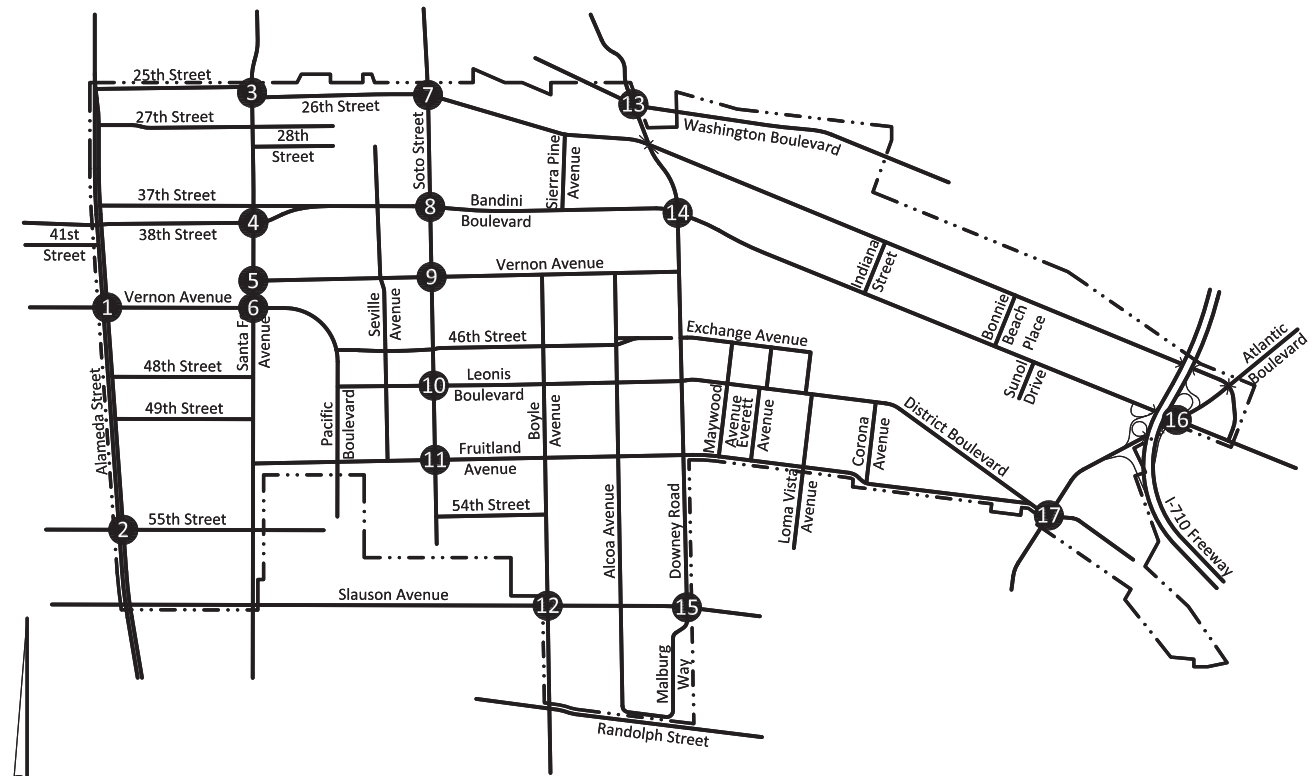


Figure 4



Figure 5
Existing Morning Peak Hour Intersection Turning Movement Volumes

<div>1</div> <table><tr><td>1511</td><td>↙</td></tr><tr><td>69</td><td>↙</td></tr><tr><td>1309</td><td>↙</td></tr><tr><td>133</td><td>↙</td></tr><tr><td>1072</td><td>↘</td></tr><tr><td>158</td><td>↗</td></tr><tr><td>851</td><td>↗</td></tr><tr><td>63</td><td>↗</td></tr><tr><td>1827</td><td>↘</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td><td>↗</td></tr><tr><td>↗</td>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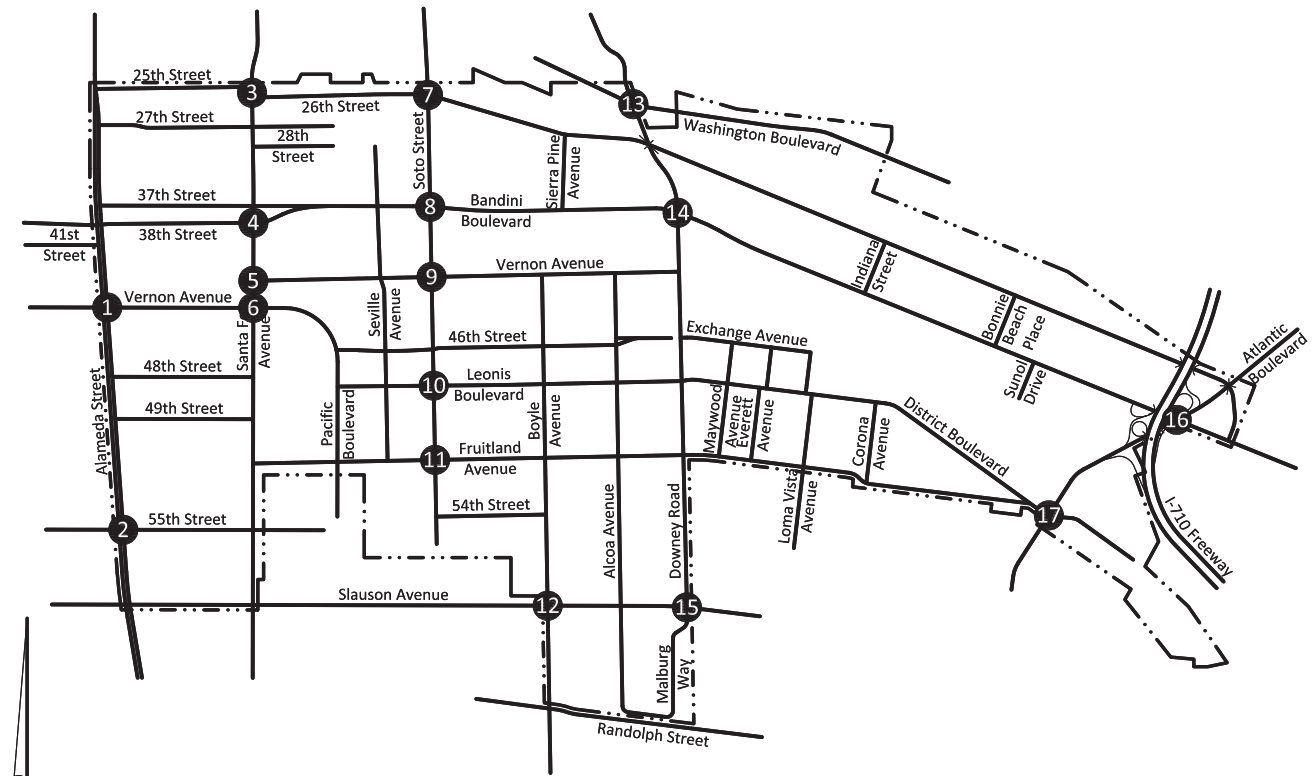
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/5

Figure 6
Existing Evening Peak Hour Intersection Turning Movement Volumes

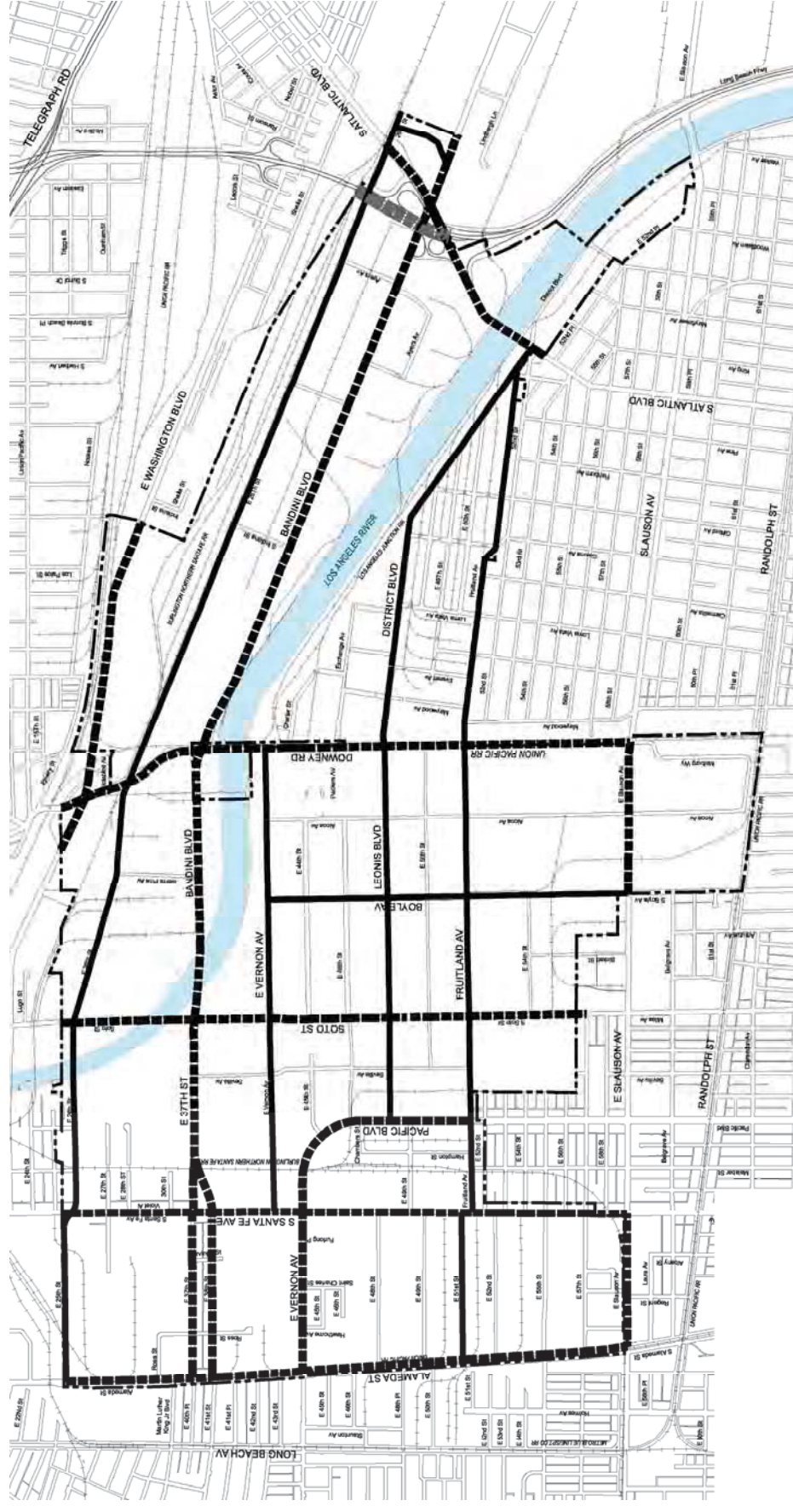
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<div>6</div> <div> <div>1872</div> <div> <div>206</div> <div>1440</div> <div>226</div> </div> <div> <div>226</div> <div>476</div> <div>85</div> </div> <div> <div>355</div> <div>379</div> <div>40</div> </div> <div> <div>774</div> <div>1316</div> </div> </div>	<div>7</div> <div> <div>2238</div> <div> <div>68</div> <div>1871</div> <div>299</div> </div> <div> <div>129</div> <div>512</div> <div>86</div> </div> <div> <div>198</div> <div>149</div> <div>48</div> </div> <div> <div>395</div> <div>1706</div> </div> </div>	<div>8</div> <div> <div>2047</div> <div> <div>100</div> <div>1793</div> <div>154</div> </div> <div> <div>226</div> <div>763</div> <div>80</div> </div> <div> <div>82</div> <div>501</div> <div>165</div> </div> <div> <div>748</div> <div>1599</div> </div> </div>	<div>9</div> <div> <div>1938</div> <div> <div>64</div> <div>1686</div> <div>188</div> </div> <div> <div>141</div> <div>271</div> <div>101</div> </div> <div> <div>161</div> <div>130</div> <div>29</div> </div> <div> <div>320</div> <div>1243</div> </div> </div>	<div>10</div> <div> <div>1665</div> <div> <div>78</div> <div>1422</div> <div>165</div> </div> <div> <div>112</div> <div>511</div> <div>57</div> </div> <div> <div>130</div> <div>374</div> <div>82</div> </div> <div> <div>586</div> <div>1045</div> </div> </div>	<div>11</div> <div> <div>1384</div> <div> <div>124</div> <div>1146</div> <div>114</div> </div> <div> <div>225</div> <div>446</div> <div>65</div> </div> <div> <div>69</div> <div>225</div> <div>33</div> </div> <div> <div>327</div> <div>840</div> </div> </div>	<div>12</div> <div> <div>1154</div> <div> <div>56</div> <div>1025</div> <div>73</div> </div> <div> <div>40</div> <div>1144</div> <div>291</div> </div> <div> <div>31</div> <div>1137</div> <div>330</div> </div> <div> <div>1498</div> <div>636</div> </div> </div>
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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

Figure 7
City of Vernon General Plan Circulation Element



Legend

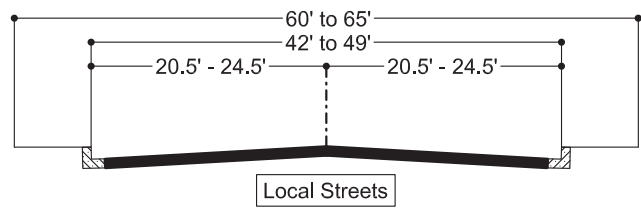
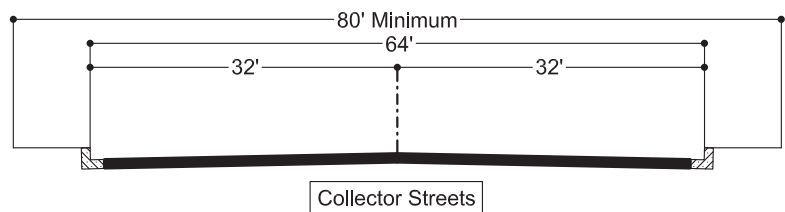
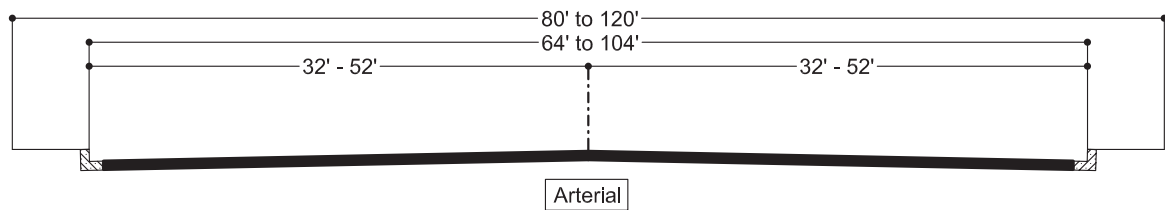
- Freeway
- Arterial
- Collector
- Local

NTS
KUNZMAN ASSOCIATES, INC.
OVER 35 YEARS OF EXCELLENT SERVICE

Source: City of Vernon

5031/7

Figure 8
City of Vernon General Plan Roadway Cross-Sections



III. Current General Plan Year 2035 Traffic Conditions

In this section, Current General Plan Year 2035 traffic conditions are discussed. Figures 9 and 11 illustrate the Current General Plan Year 2035 traffic conditions.

A. Method of Projection

Based upon the 2007 City of Vernon General Plan Updated, an ambient annual growth rate of 0.5 percent is used in this analysis. This produces a growth factor of 1.12 for Year 2035 conditions.

B. Current General Plan Year 2035 Average Daily Traffic Volumes

Current General Plan Year 2035 average daily traffic volumes are depicted on Figure 9.

C. Current General Plan Year 2035 Intersection Capacity Utilization and Level of Service

The technique used to assess the capacity needs of an intersection is known as Intersection Capacity Utilization (see Appendix D). To calculate Intersection Capacity Utilization, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Current General Plan Year 2035 morning and evening peak hour turning movement volumes are provided on Figures 10 and 11, respectively.

For the Current General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 2). Current General Plan Year 2035 Intersection Capacity Utilization worksheets are provided in Appendix D.

Table 2

Current General Plan Year 2035 Intersection Capacity Utilization and Level of Service

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Alameda Street (NS) at:															
Vernon Avenue - West (EW) - #1a	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	1.617-F	1.671-F
Vernon Avenue - East (EW) - #1b	TS	0	1	0	0	1	0	0.5	1	0.5	0.5	1.5	1	1.217-F	1.317-F
55th Street - West (EW) - #2a	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	1	0	1.482-F	1.692-F
55th Street - East (EW) - #2b	TS	0	1	0	0	1	0	0	1	0	0.5	0.5	d	0.811-D	1.153-F
Santa Fe Avenue (NS) at:															
25th/26th Street (EW) - #3	TS	1	2	1>>	1	2	1>>	1	1	d	1	0.5	0.5	0.986-E	1.124-F
38th Street (EW) - #4	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	0	0	1.059-F	1.121-F
Vernon Avenue (EW) - #5	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	1	0.5	1.077-F	1.022-F
Vernon Avenue/Pacific Boulevard (EW) - #6	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2	2	1.017-F	1.061-F
Soto Street (NS) at:															
26th Street (EW) - #7	TS	1	2	1>>	1	2	1	1	0.5	0.5	1	0.5	0.5	1.118-F	1.311-F
Bandini Boulevard (EW) - #8	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	1.053-F	1.111-F
Vernon Avenue (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	0.953-E	1.050-F
Leonis Boulevard (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	0.960-E	0.899-D
Fruitland Avenue (EW) - #11	TS	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	0.891-D	0.973-E
Boyle Avenue (NS) at:															
Slauson Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1.199-F	1.353-F
Downey Road (NS) at:															
Washington Boulevard (EW) - #13	TS	1	2	1	1	2	1	1	2	1>	1	2	d	0.960-E	1.019-F
Bandini Boulevard (EW) - #14	TS	1	2	1	1	2	1	1	2	1	2	1.5	0.5	0.998-E	1.043-F
Slauson Avenue (EW) - #15	TS	1	1	1	1	0.5	0.5	1	1.5	0.5	0.5	1	0.5	1.079-F	1.075-F
Atlantic Boulevard (NS) at:															
Bandini Boulevard (EW) - #16	TS	1	4	1	1	3.5	1.5>>	1.5	2	0.5	1	1	2>>	1.717-F	1.594-F
District Boulevard (EW) - #17	TS	1	2.5	0.5	1	3	1>>	2	1	1	0.5	1.5	1>>	0.949-E	1.081-F

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

² ICU-LOS = Intersection Capacity Utilization-Level of Service

³ TS = Traffic Signal

Figure 9
Current General Plan Year 2035 Average Daily Traffic Volumes

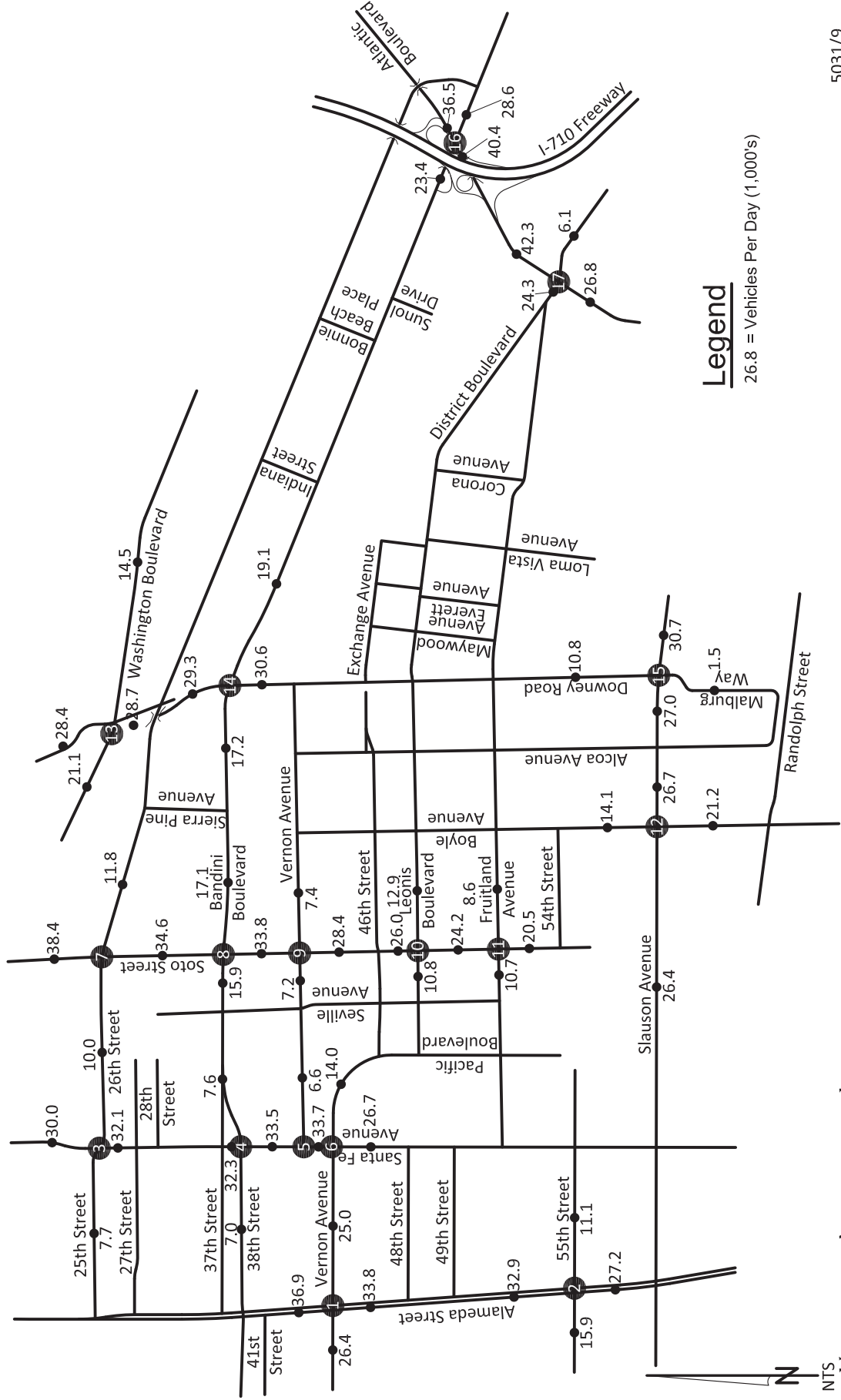
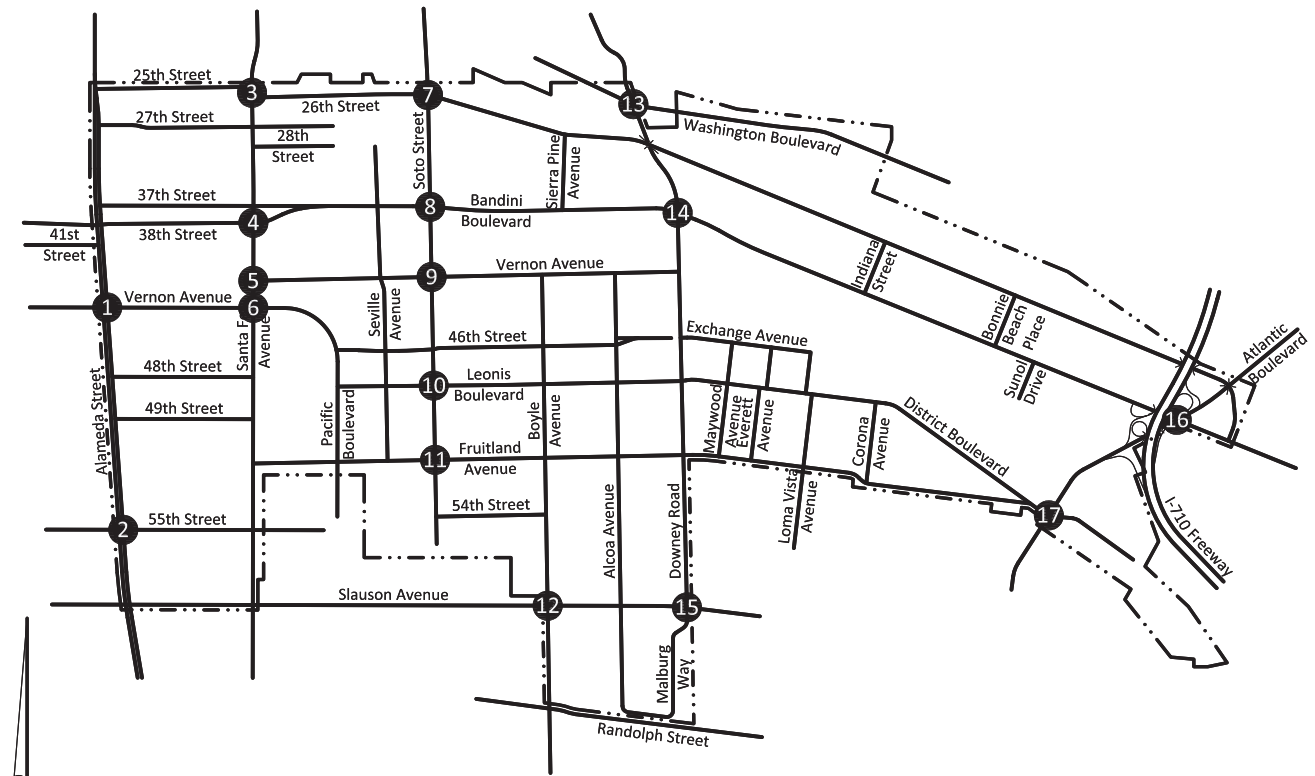


Figure 10
Current General Plan Year 2035
Morning Peak Hour Intersection Turning Movement Volumes

1 1692 77 1466 149 127 177 954 70 2048 1387	327 16 210 101 66 939 161 432 1460	1236 134 983 119 177 539 40 2070 368	83 57 19 7 297 383 36 113 321	1696 67 1514 115 34 106 104 2037 603	1806 225 1441 140 42 91 152 1943 265 2360 0	1557 6 1433 118 3 15 4 2425 206 212 162 424
6 1645 358 1147 140 212 550 134 1647 1329	1922 155 1593 174 58 137 64 2055 541	1711 189 1439 83 152 451 88 1965 1321	1601 167 1340 94 79 124 58 1654 622	1159 92 946 121 113 316 31 1441 1064	1098 274 758 66 127 209 34 1359 502	302 33 241 28 88 1025 192 2121 67 1280 350 1617
13 1339 310 977 52 195 161 198 1781 1039	1051 258 717 76 75 384 67 1498 1562	397 139 63 195 150 1047 30 54 2369	2028 1068 927 33 265 773 207 2836 903	2572 1392 998 182 760 92 48 2109 515		



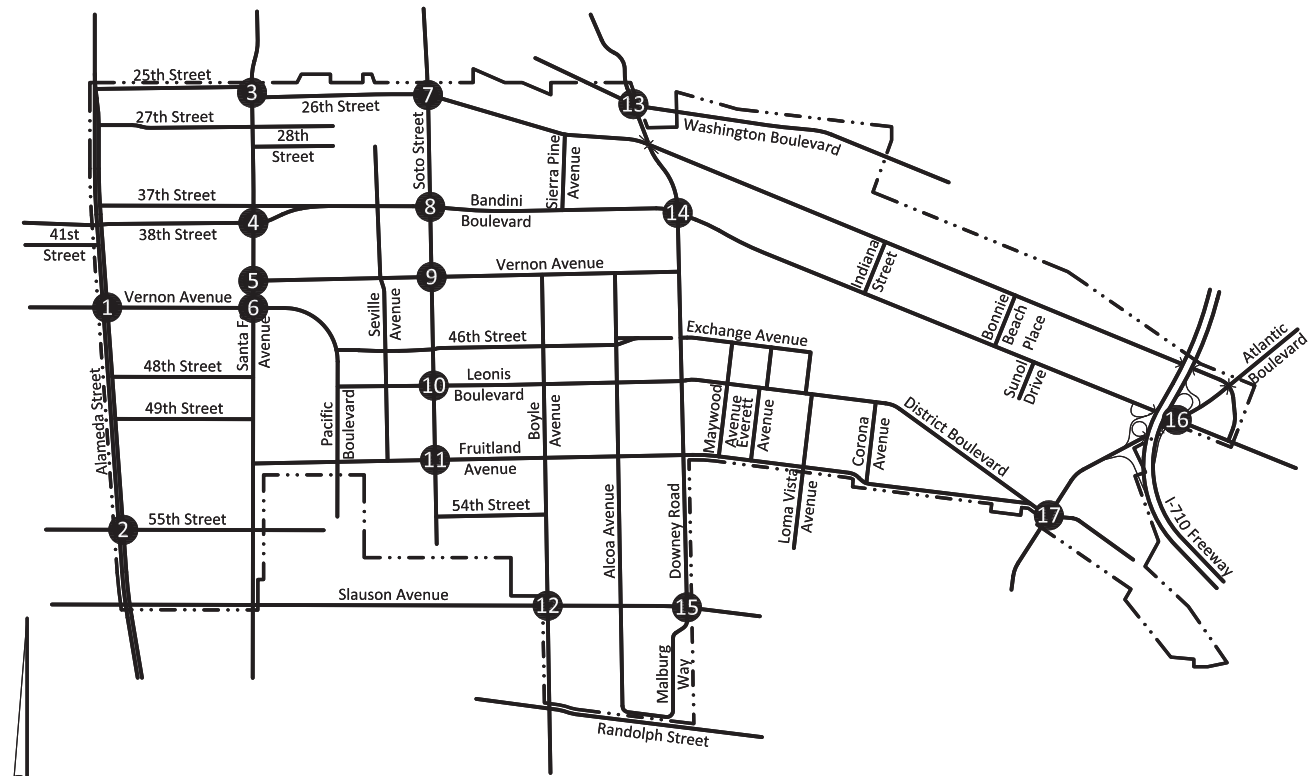
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/10

Figure 11
Current General Plan Year 2035
Evening Peak Hour Intersection Turning Movement Volumes

<div>1</div> <div>1789 110 1502 177</div> <div>350 1070 191</div> <div>1390 299 952 139</div> <div>1747</div>	<div>1</div> <div>352 15 240 97</div> <div>67 1573 1</div> <div>1217 1135 37</div> <div>455</div>	<div>2</div> <div>1917 207 1388 122</div> <div>218 794 72</div> <div>582 152 367 63</div> <div>1498</div>	<div>2</div> <div>395 307 52 36</div> <div>12 767 1</div> <div>513 66 429 18</div> <div>83</div>	<div>3</div> <div>1838 31 1651 156</div> <div>101 206 174</div> <div>880 377 364 139</div> <div>1914</div>	<div>4</div> <div>2413 182 2006 225</div> <div>0 0 0</div> <div>517 368 119</div> <div>1925</div>	<div>5</div> <div>2038 1 1855 182</div> <div>174 10 246</div> <div>75 36 30 9</div> <div>1952</div>
<div>6</div> <div>2098 231 1614 253</div> <div>398 425 45</div> <div>881 253 533 95</div> <div>1474</div>	<div>7</div> <div>2507 76 2096 335</div> <div>222 167 54</div> <div>816 145 574 97</div> <div>1912</div>	<div>8</div> <div>2294 112 2009 173</div> <div>92 562 185</div> <div>1197 253 855 89</div> <div>1791</div>	<div>9</div> <div>2171 72 1889 210</div> <div>180 146 33</div> <div>575 158 304 113</div> <div>1392</div>	<div>10</div> <div>1866 88 1593 185</div> <div>146 419 92</div> <div>761 125 572 64</div> <div>1171</div>	<div>11</div> <div>1551 139 1284 128</div> <div>77 252 37</div> <div>824 252 499 73</div> <div>941</div>	<div>12</div> <div>1294 63 1149 82</div> <div>34 1274 370</div> <div>1652 45 1281 326</div> <div>713</div>
<div>13</div> <div>1878 280 1436 162</div> <div>45 358 43</div> <div>1713 256 1025 432</div> <div>1555</div>	<div>14</div> <div>1941 121 1523 297</div> <div>122 434 232</div> <div>1439 224 910 305</div> <div>1635</div>	<div>15</div> <div>865 235 37 593</div> <div>228 1235 1</div> <div>1764 167 1591 6</div> <div>137</div>	<div>16</div> <div>1965 387 1527 51</div> <div>709 226 416</div> <div>2138 669 867 602</div> <div>2326</div>	<div>17</div> <div>2373 523 1725 125</div> <div>134 73 6</div> <div>2238 1527 386 325</div> <div>1180</div>		



IV. Proposed General Plan Year 2035 Traffic Conditions

In this section, Proposed General Plan Year 2035 traffic conditions are discussed. Figures 12 and 31 illustrate the Current General Plan Year 2035 traffic conditions.

A. Method of Projection

Based upon the 2007 City of Vernon General Plan Update, an ambient annual growth rate of 0.5 percent is used in this analysis. This produces a growth factor of 1.12 for Year 2035 conditions.

The potential development trip generation and trip distribution are then applied to analyze the Proposed General Plan.

B. Potential Development

1. Potential Development Locations

The City of Vernon has provided the potential locations for residential developments, industrial developments, and an emergency shelter within the residential and trucking overlay districts. Figure 12 provides the location of each potential development site.

2. Trip Generation

The trips generated by the potential development is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic and morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land uses. By multiplying the trip generation rates by the land use quantities, the traffic volumes are determined. The difference in vehicle trips between the previously proposed land uses and the proposed land uses are used as the trip generation for each potential development site. Table 3 shows the trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012.

3. Trip Distribution

To determine the trip distribution for the potential developments, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development

and traffic impacts in the area were reviewed. The trip distributions for the potential developments are provided on Figures 13 to 25.

4. Trip Assignment

Based on the identified trip generation and distributions, potential development average daily traffic volumes have been calculated and shown on Figure 26. Morning and evening peak hour intersection turning movement volumes expected from the potential developments are shown on Figures 27 and 28, respectively.

C. Proposed General Plan Year 2035 Average Daily Traffic Volumes

Proposed General Plan Year 2035 average daily traffic volumes are depicted on Figure 29.

D. Proposed General Plan Year 2035 Intersection Capacity Utilization and Level of Service

The technique used to assess the capacity needs of an intersection is known as Intersection Capacity Utilization (see Appendix D). To calculate Intersection Capacity Utilization, the volume of traffic using the intersection is compared with the capacity of the intersection.

The Proposed General Plan Year 2035 morning and evening peak hour turning movement volumes are provided in Figures 30 and 31, respectively.

For the Proposed General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 4). Proposed General Plan Year 2035 Intersection Capacity Utilization worksheets are provided in Appendix D.

E. Significant Impact

Based on the Los Angeles Department of Transportation Policies and Procedures, an impact is considered significant if the project-related increase in the volume-to-capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.70-0.79	0.04 or more
D	0.80-0.89	0.02 or more

Table 5 depicts the Proposed General Plan Year 2035 traffic conditions at the study area intersections. The study area intersections are not significantly impacted by the proposed housing and trucking overlay districts.

Table 3

Potential Proposed Development Trip Generation¹

Site		Land Use	Quantity	Unit ²	Morning			Evening			Daily
					Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates											
		Warehousing		AC	7.22	2.81	10.03	3.04	5.65	8.69	57.23
		Manufacturing		AC	6.92	0.52	7.44	4.43	3.92	8.35	38.80
		Emergency Shelter ³		Site	1.00	1.00	2.00	1.00	1.00	2.00	10.00
		Apartments		DU	0.1	0.41	0.51	0.4	0.22	0.62	6.65
Trips Generated											
1	Warehousing		2.7	AC	19	8	27	8	15	23	155
	Manufacturing		2.7	AC	-19	-1	-20	-12	-11	-23	-105
	Subtotal				0	7	7	-4	4	0	50
2	Emergency Shelter		1	Site	1	1	2	1	1	2	10
	Manufacturing		2.1	AC	-15	-1	-16	-9	-8	-17	-81
	Subtotal				-14	0	-14	-8	-7	-15	-71
3	Warehousing		5.0	AC	36	14	50	15	28	43	286
	Manufacturing		5	AC	-35	-3	-38	-22	-20	-42	-194
	Subtotal				1	11	12	-7	8	1	92
4	Warehousing		3.6	AC	26	10	36	11	20	31	206
	Manufacturing		3.6	AC	-25	-2	-27	-16	-14	-30	-140
	Subtotal				1	8	9	-5	6	1	66
5	Warehousing		3.1	AC	22	9	31	9	18	27	177
	Manufacturing		3.1	AC	-21	-2	-23	-14	-12	-26	-120
	Subtotal				1	7	8	-5	6	1	57
6	Warehousing		2.9	AC	21	8	29	9	16	25	166
	Manufacturing		2.9	AC	-20	-2	-22	-13	-11	-24	-113
	Subtotal				1	6	7	-4	5	1	53
7	Warehousing		10.5	AC	76	30	106	32	59	91	601
	Manufacturing		10.5	AC	-73	-5	-78	-47	-41	-88	-407
	Subtotal				3	25	28	-15	18	3	194
8	Warehousing		2.0	AC	14	6	20	6	11	17	114
	Manufacturing		2	AC	-14	-1	-15	-9	-8	-17	-78
	Subtotal				0	5	5	-3	3	0	36
9	Warehousing		2.7	AC	19	8	27	8	15	23	155
	Manufacturing		2.7	AC	-19	-1	-20	-12	-11	-23	-105
	Subtotal				0	7	7	-4	4	0	50
10	Apartments		10	DU	1	4	5	4	2	6	67
	Manufacturing		0.5	AC	-3	0	-3	-2	-2	-4	-19
	Subtotal				-2	4	2	2	0	2	48
11	Warehousing		8.6	AC	62	24	86	26	49	75	492
	Manufacturing		8.6	AC	-60	-4	-64	-38	-34	-72	-334
	Subtotal				2	20	22	-12	15	3	158
12	Apartments		45	DU	5	18	23	18	10	28	299
	Manufacturing		2.9	AC	-20	-2	-22	-13	-11	-24	-113
	Subtotal				-15	16	1	5	-1	4	186
13	Warehousing		3.0	AC	22	8	30	9	17	26	172
	Manufacturing		3.0	AC	-21	-2	-23	-13	-12	-25	-116
	Subtotal				1	6	7	-4	5	1	56

¹ Source: Institute of Transportation Engineers, Trip Generation, 9th Edition, 2012, Land Use Categories 140, 150, and 220.

² AC = Acres; Site = Site; DU = Dwelling Unit

³ The emergency shelter is projected to generate little to no traffic. An assumption of 1 inbound and 1 outbound vehicle has been made for the morning and even total of 10 vehicle trips per day.

Table 4

Proposed General Plan Year 2035 Intersection Capacity Utilization and Level of Service

Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Peak Hour ICU-LOS ²	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
Alameda Street (NS) at:															
Vernon Avenue - West (EW) - #1a	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	1.617-F	1.671-F
Vernon Avenue - East (EW) - #1b	TS	0	1	0	0	1	0	0.5	1	0.5	0.5	1.5	1	1.217-F	1.317-F
55th Street - West (EW) - #2a	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	1	0	1.482-F	1.692-F
55th Street - East (EW) - #2b	TS	0	1	0	0	1	0	0	1	0	0.5	0.5	d	0.811-D	1.153-F
Santa Fe Avenue (NS) at:															
25th/26th Street (EW) - #3	TS	1	2	1>>	1	2	1>>	1	1	d	1	0.5	0.5	0.988-E	1.125-F
38th Street (EW) - #4	TS	1	1.5	0.5	1	1.5	0.5	0.5	0.5	d	0	0	0	1.055-F	1.119-F
Vernon Avenue (EW) - #5	TS	1	1.5	0.5	1	1.5	0.5	0	1	0	0.5	1	0.5	1.076-F	1.018-F
Vernon Avenue/Pacific Boulevard (EW) - #6	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2	2	1.017-F	1.062-F
Soto Street (NS) at:															
26th Street (EW) - #7	TS	1	2	1>>	1	2	1	1	0.5	0.5	1	0.5	0.5	1.127-F	1.314-F
Bandini Boulevard (EW) - #8	TS	1	1.5	0.5	1	1.5	0.5	1	2.5	0.5	1	2.5	0.5	1.060-F	1.111-F
Vernon Avenue (EW) - #9	TS	1	1.5	0.5	1	1.5	0.5	0.5	1	0.5	0.5	1	0.5	0.953-E	1.050-F
Leonis Boulevard (EW) - #10	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	0.969-E	0.899-D
Fruitland Avenue (EW) - #11	TS	1	1.5	0.5	1	1.5	0.5	1	0.5	0.5	1	0.5	0.5	0.891-D	0.973-E
Boyle Avenue (NS) at:															
Slauson Avenue (EW) - #12	TS	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1	1.5	0.5	1.199-F	1.334-F
Downey Road (NS) at:															
Washington Boulevard (EW) - #13	TS	1	2	1	1	2	1	1	2	1>	1	2	d	0.963-E	1.019-F
Bandini Boulevard (EW) - #14	TS	1	2	1	1	2	1	1	2	1	2	1.5	0.5	1.002-F	1.048-F
Slauson Avenue (EW) - #15	TS	1	1	1	1	0.5	0.5	1	1.5	0.5	0.5	1	0.5	1.081-F	1.073-F
Atlantic Boulevard (NS) at:															
Bandini Boulevard (EW) - #16	TS	1	4	1	1	3.5	1.5>>	1.5	2	0.5	1	1	2>>	1.725-F	1.598-F
District Boulevard (EW) - #17	TS	1	2.5	0.5	1	3	1>>	2	1	1	0.5	1.5	1>>	0.952-E	1.080-F

¹ When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Turn Lane; > = Right Turn Overlap; >> = Free Right Turn

² ICU-LOS = Intersection Capacity Utilization-Level of Service

³ TS = Traffic Signal

Table 5

Project Traffic Contribution

Intersection	Peak Hour	Year 2035									
		Current General Plan		Proposed General Plan							
				Without Mitigation				With Mitigation			
		Volume to Capacity	Level of Service	Volume to Capacity	Level of Service	Project Impact	Significant Impact ¹	Volume to Capacity	Level of Service	Project Impact	Significant Impact
Alameda Street (NS) at:											
Vernon Avenue - West (EW) - #1a	Morning	1.617	F	1.617	F	0.000	No				
	Evening	1.671	F	1.671	F	0.000	No				
Vernon Avenue - East (EW) - #1b	Morning	1.217	F	1.217	F	0.000	No				
	Evening	1.317	F	1.317	F	0.000	No				
55th Street - West (EW) - #2a	Morning	1.482	F	1.482	F	0.000	No				
	Evening	1.692	F	1.692	F	0.000	No				
55th Street - East (EW) - #2b	Morning	0.811	D	0.811	D	0.000	No				
	Evening	1.153	D	1.153	D	0.000	No				
Santa Fe Avenue (NS) at:											
25th/26th Street (EW) - #3	Morning	0.986	E	0.988	E	0.002	No				
	Evening	1.124	F	1.125	F	0.001	No				
38th Street (EW) - #4	Morning	1.059	F	1.055	F	-0.004	No				
	Evening	1.121	F	1.119	F	-0.002	No				
Vernon Avenue (EW) - #5	Morning	1.077	F	1.076	F	-0.001	No				
	Evening	1.022	F	1.018	F	-0.004	No				
Vernon Avenue/Pacific Boulevard (EW) - #6	Morning	1.017	F	1.017	F	0.000	No				
	Evening	1.061	F	1.062	F	0.001	No				
Soto Street (NS) at:											
26th Street (EW) - #7	Morning	1.118	F	1.127	F	0.009	No				
	Evening	1.311	F	1.134	F	-0.177	No				
Bandini Boulevard (EW) - #8	Morning	1.053	F	1.060	F	0.007	No				
	Evening	1.111	F	1.111	F	0.000	No				
Vernon Avenue (EW) - #9	Morning	0.953	E	0.953	F	0.000	No				
	Evening	1.050	F	1.050	F	0.000	No				
Leonis Boulevard (EW) - #10	Morning	0.969	E	0.969	E	0.000	No				
	Evening	0.899	D	0.899	D	0.000	No				
Fruitland Avenue (EW) - #11	Morning	0.891	D	0.891	D	0.000	No				
	Evening	0.973	E	0.973	E	0.000	No				
Boyle Avenue (NS) at:											
Slauson Avenue (EW) - #12	Morning	1.199	F	1.199	F	0.000	No				
	Evening	1.335	F	1.334	F	-0.001	No				
Downey Road (NS) at:											
Washington Boulevard (EW) - #13	Morning	0.960	E	0.963	E	0.003	No				
	Evening	1.019	F	1.019	F	0.000	No				
Bandini Boulevard (EW) - #14	Morning	0.998	E	1.002	F	0.004	No				
	Evening	1.043	F	1.048	F	0.005	No				
Slauson Avenue (EW) - #15	Morning	1.079	F	1.081	F	0.002	No				
	Evening	1.075	F	1.073	F	-0.002	No				
Atlantic Boulevard (NS) at:											
Bandini Boulevard (EW) - #16	Morning	1.717	F	1.725	F	0.008	No				
	Evening	1.594	F	1.598	F	0.004	No				
District Boulevard (EW) - #17	Morning	0.949	E	0.952	E	0.003	No				
	Evening	1.081	F	1.080	F	-0.001	No				

¹ Based on the Los Angeles Department of Transportation Policies and Procedure, impact is considered significant if the project related increase in the volume to capacity ratio equals or exceeds the thresholds shown below:

Significant Impact Threshold for Intersections		
Level of Service	Volume/Capacity	Incremental Increase
C	0.70 - 0.79	equal to or greater than 0.040 or more
D	0.80 - 0.89	equal to or greater than 0.020 or more
E/F	0.90 - more	equal to or greater than 0.010 or more

Figure 12
Potential Development Location Map

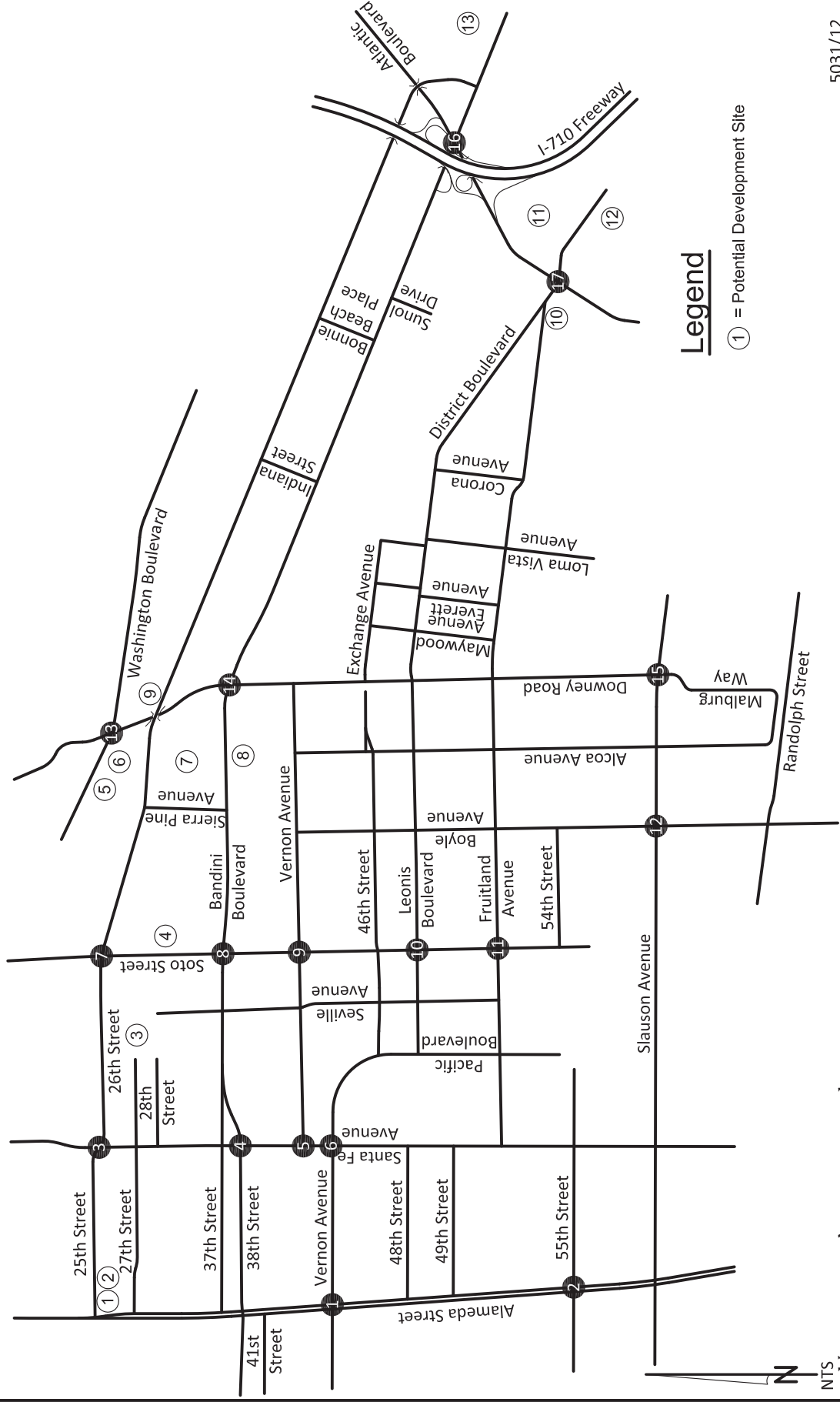


Figure 13
Potential Development Number 1 Trip Distribution

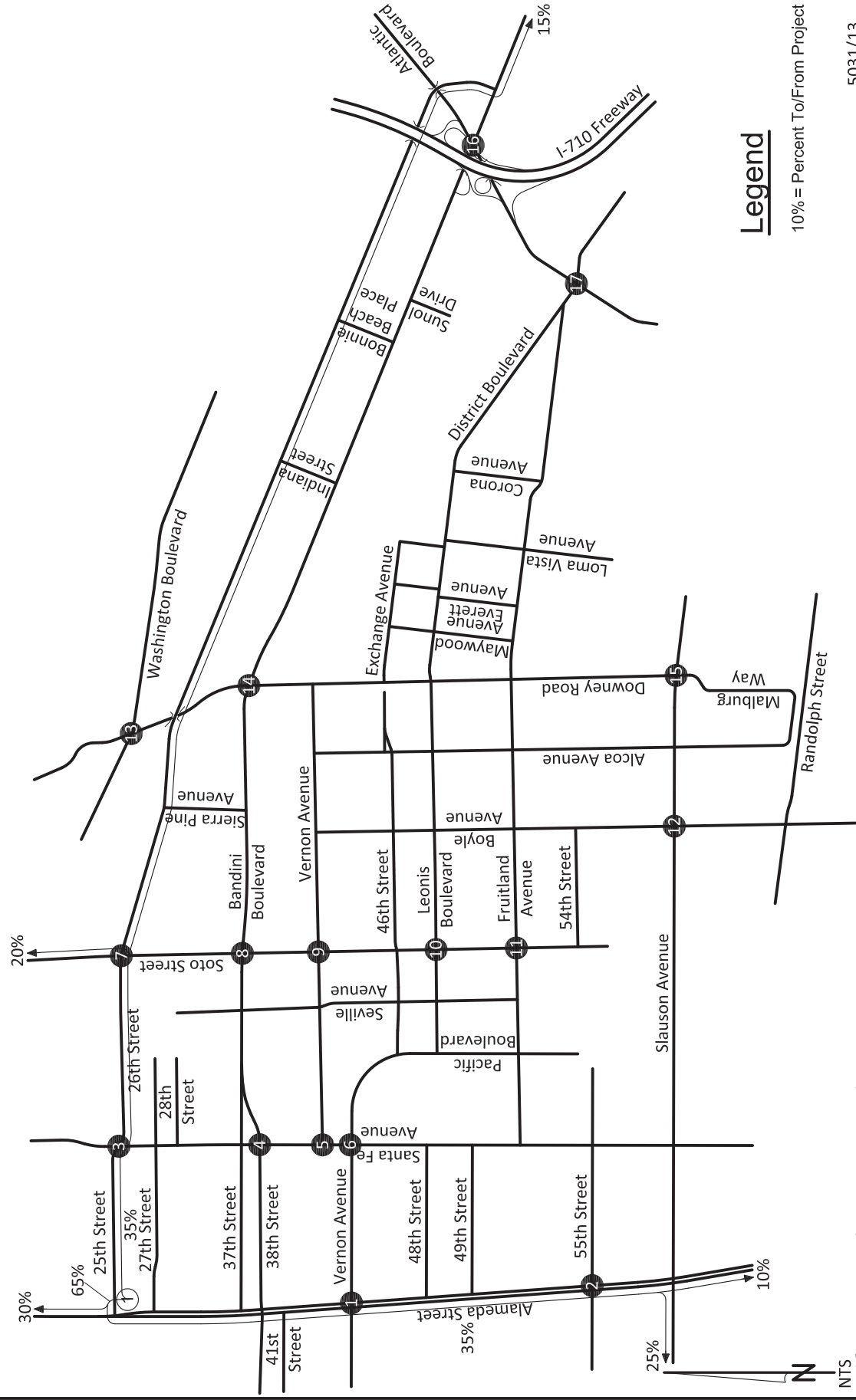
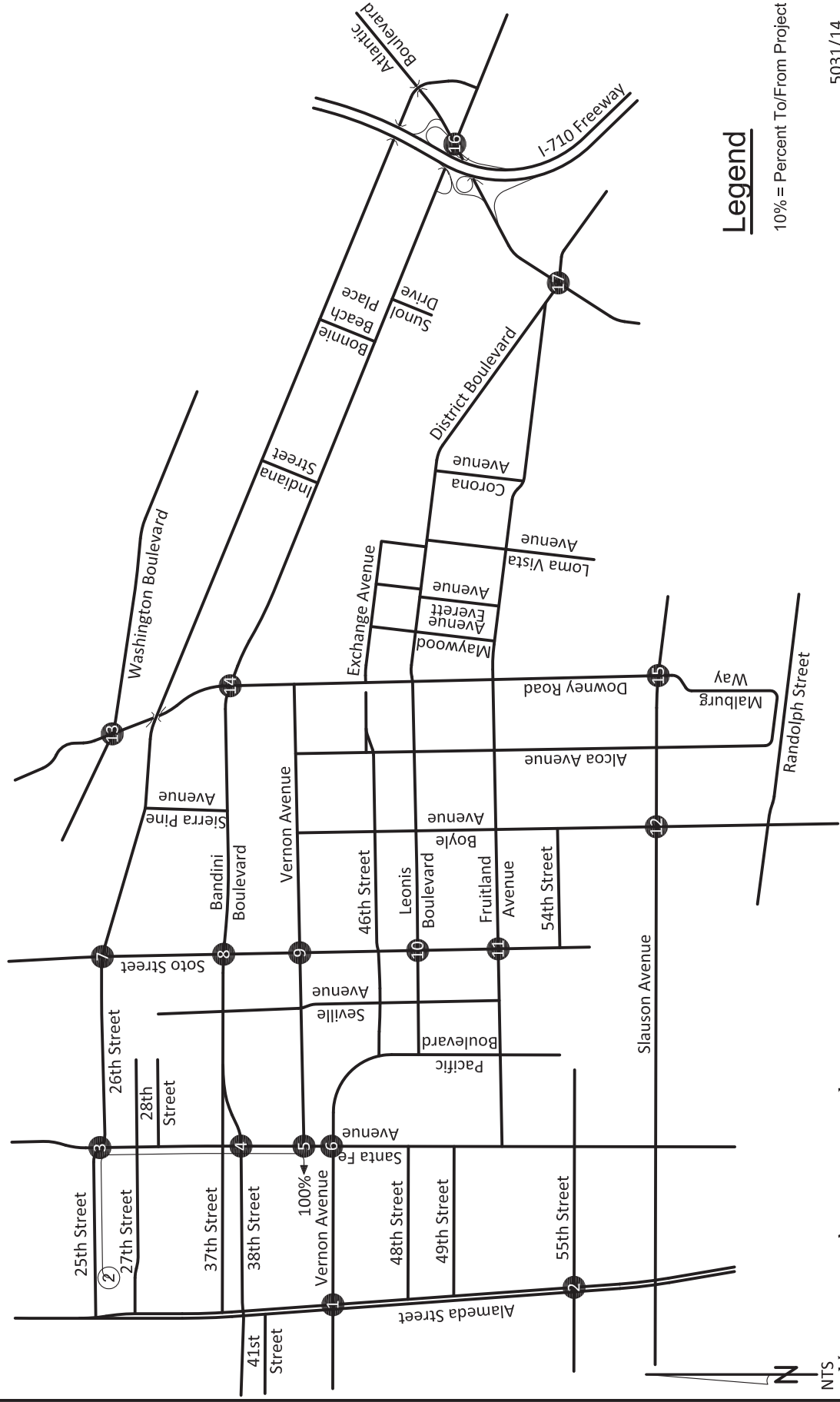


Figure 14
Potential Development Number 2 Trip Distribution

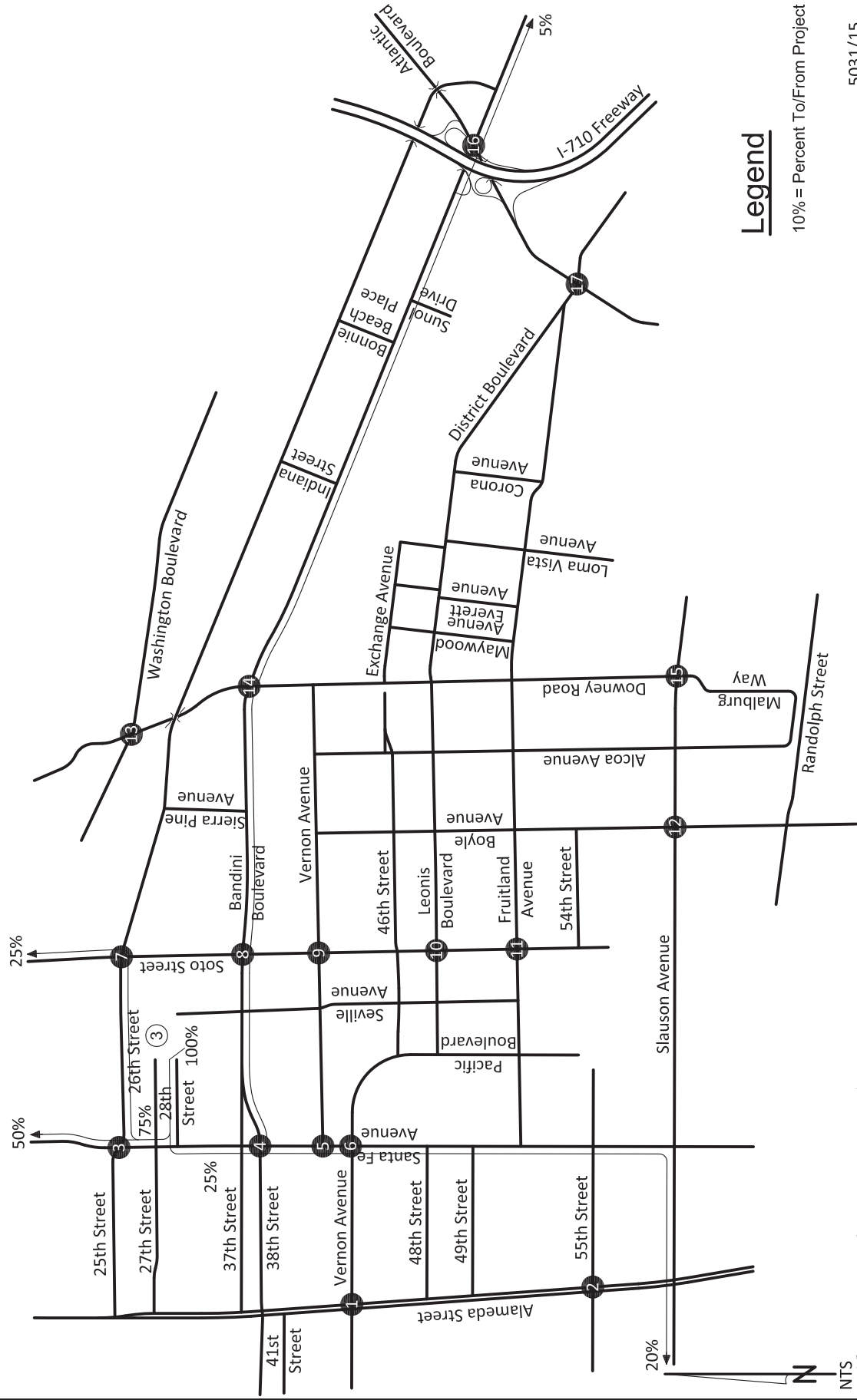


Legend

10% = Percent To/From Project

5031/14

Figure 15
Potential Development Number 3 Trip Distribution

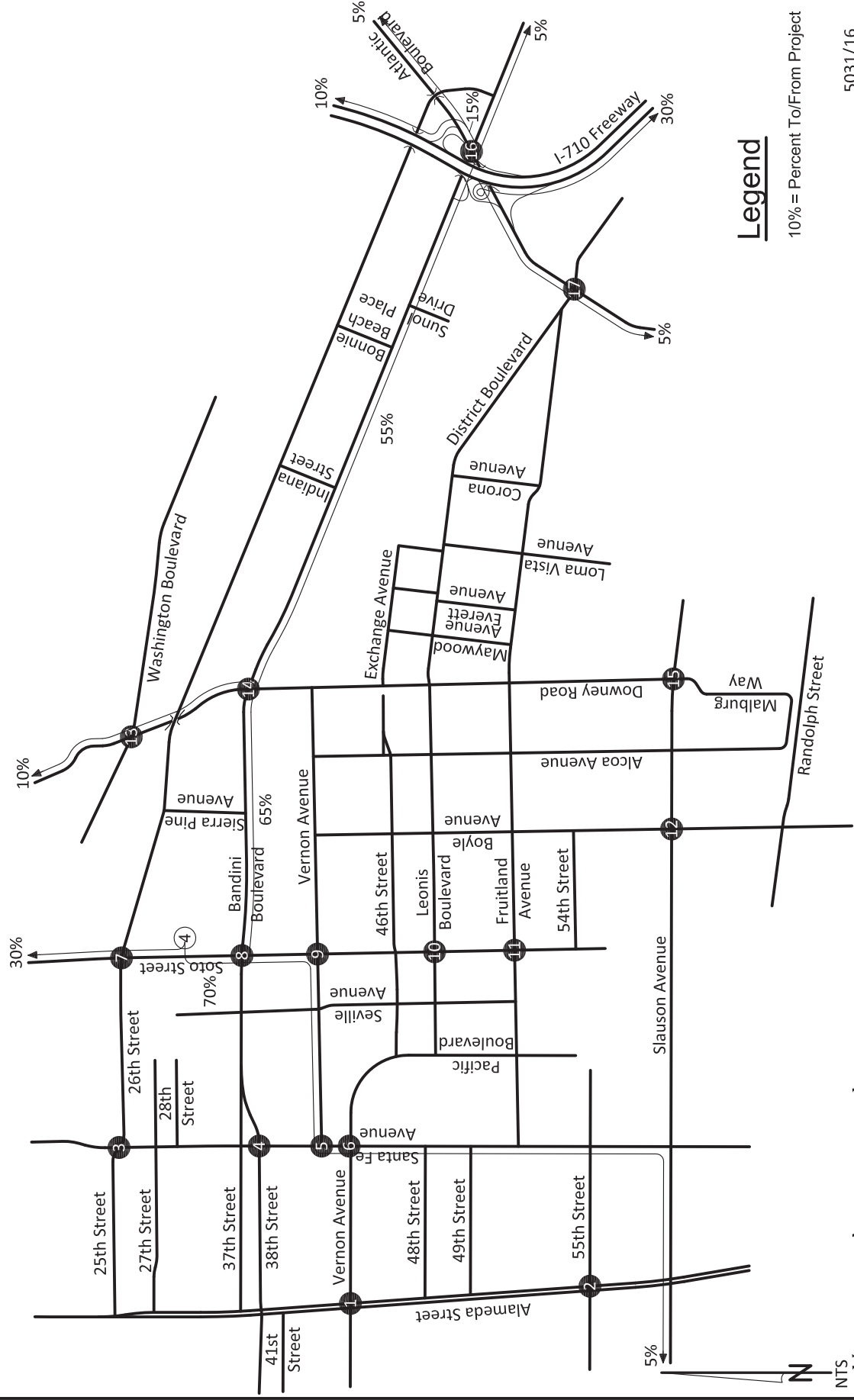


Legend

10% = Percent To/From Project

5031/15

Figure 16
Potential Development Number 4 Trip Distribution



Legend

10% = Percent To/From Project

Figure 17
Potential Development Number 5 Trip Distribution

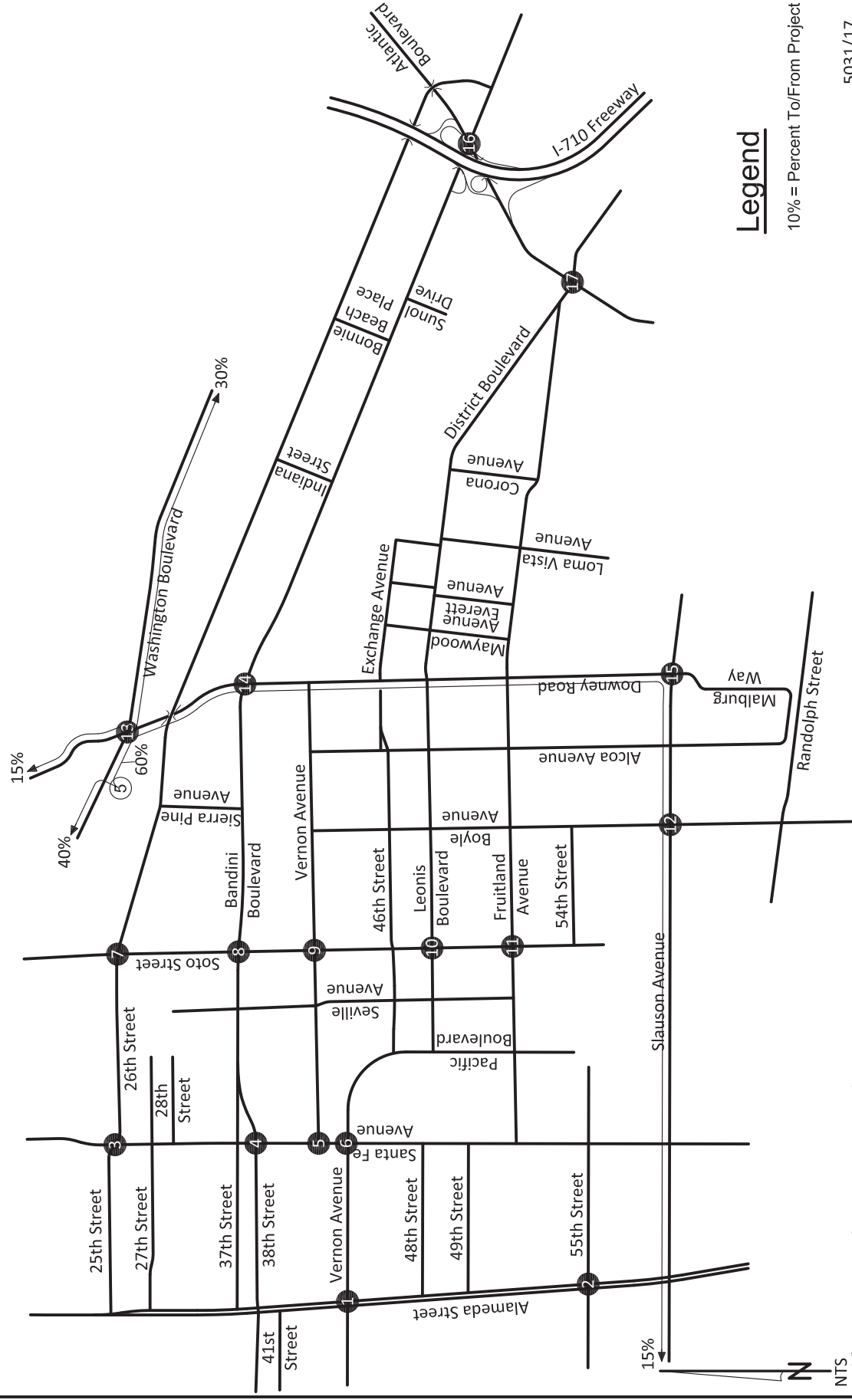


Figure 18
Potential Development Number 6 Trip Distribution

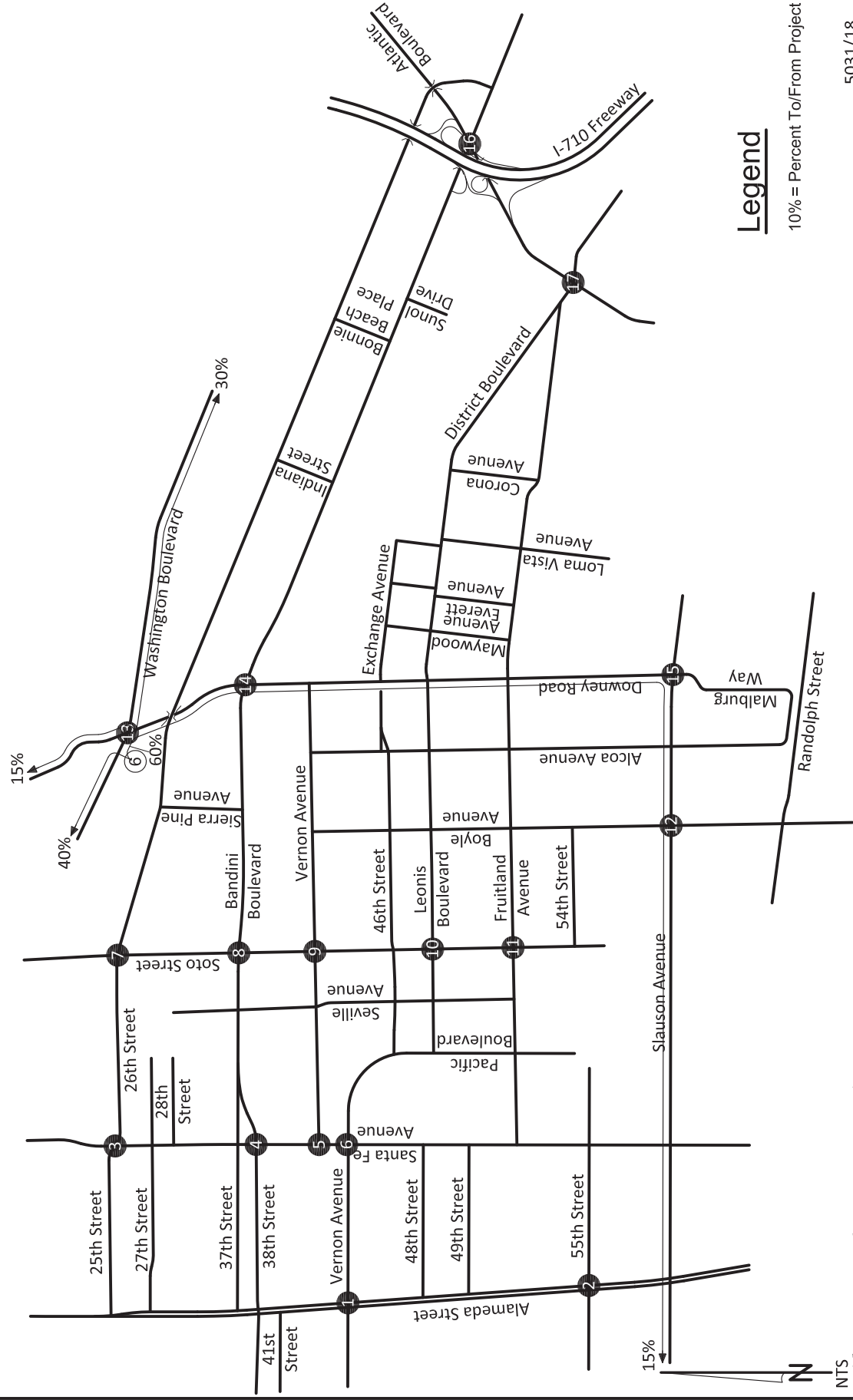
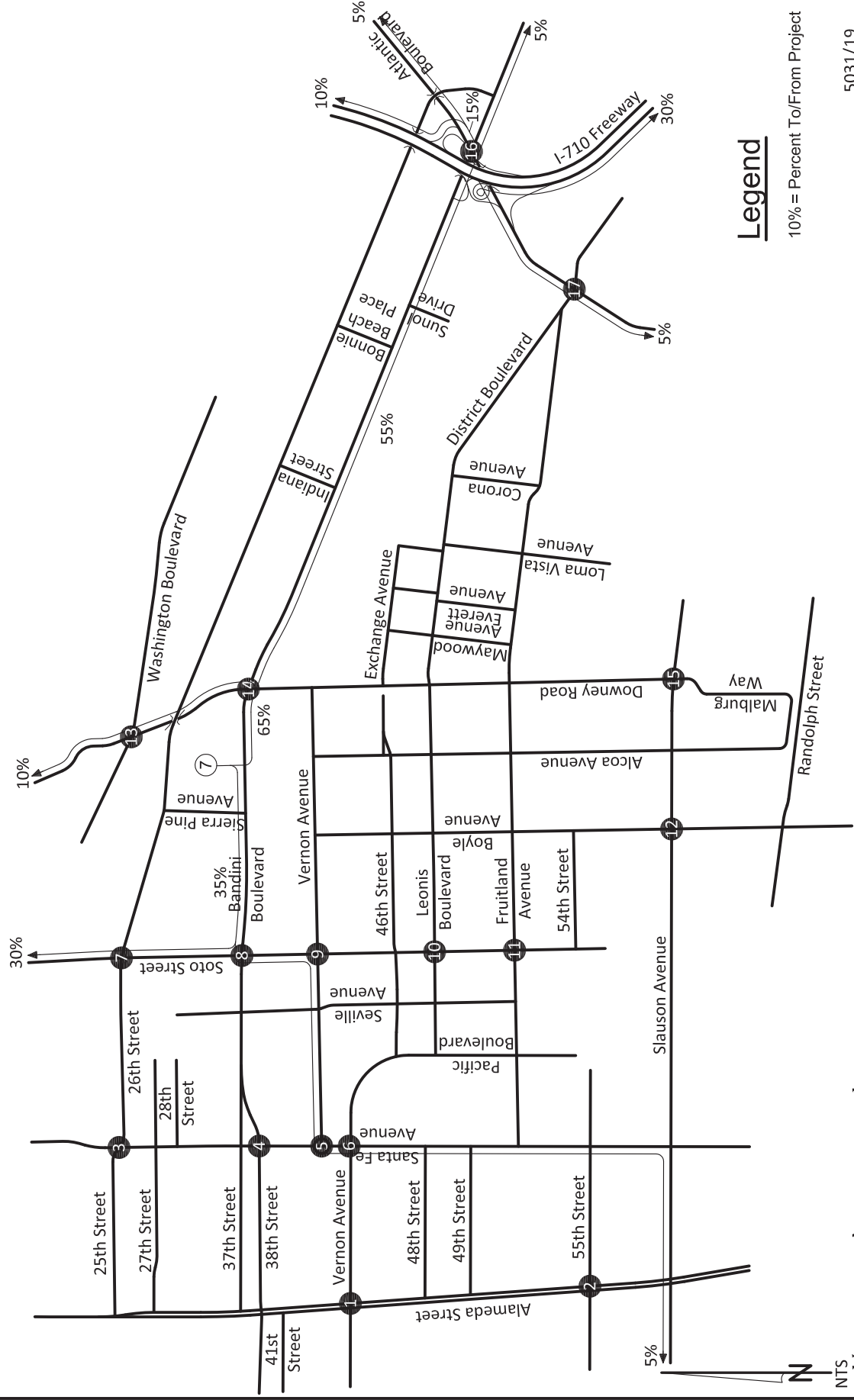


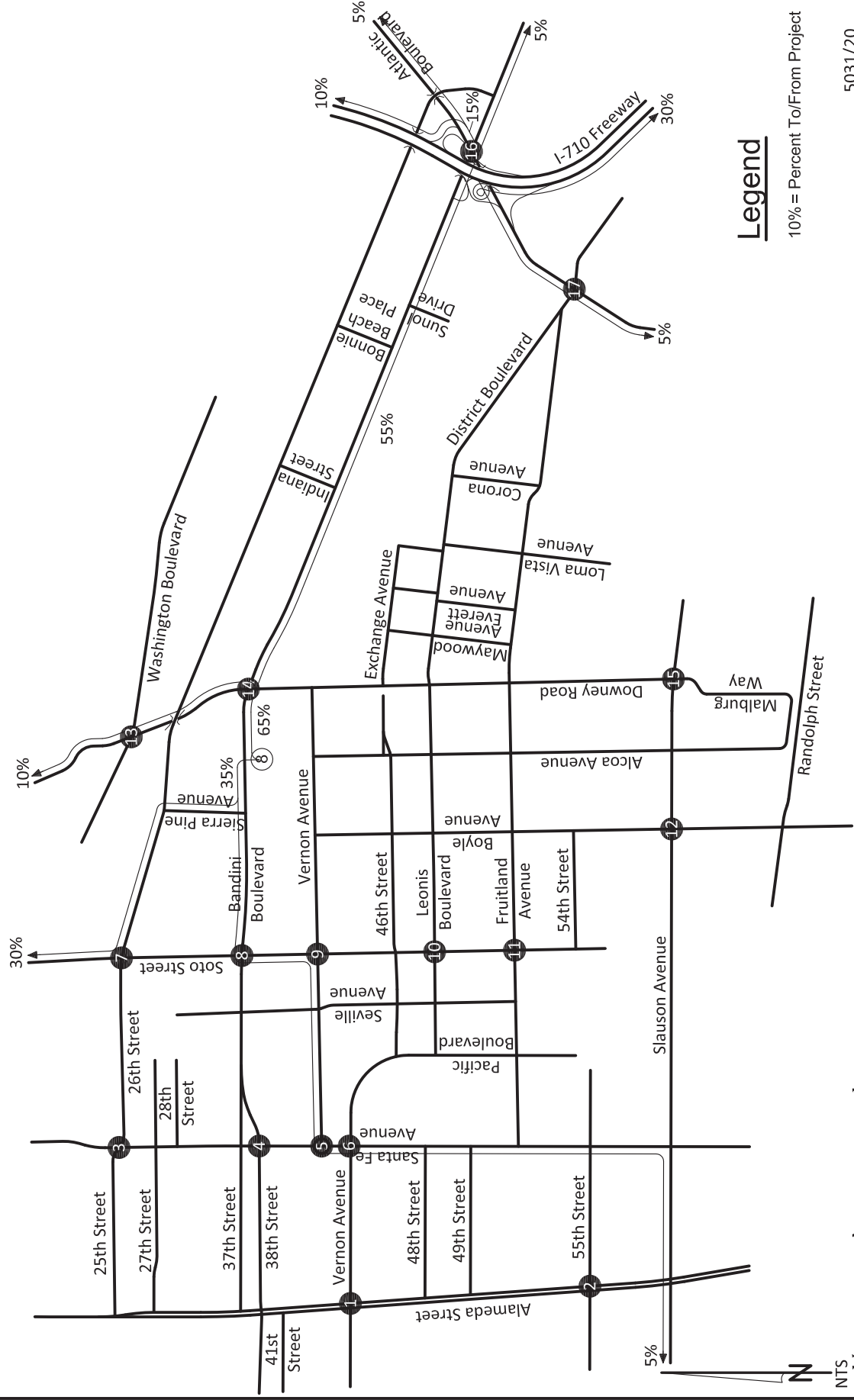
Figure 19
Potential Development Number 7 Trip Distribution



Legend

10% = Percent To/From Project

Figure 20
Potential Development Number 8 Trip Distribution



Legend

10% = Percent To/From Project

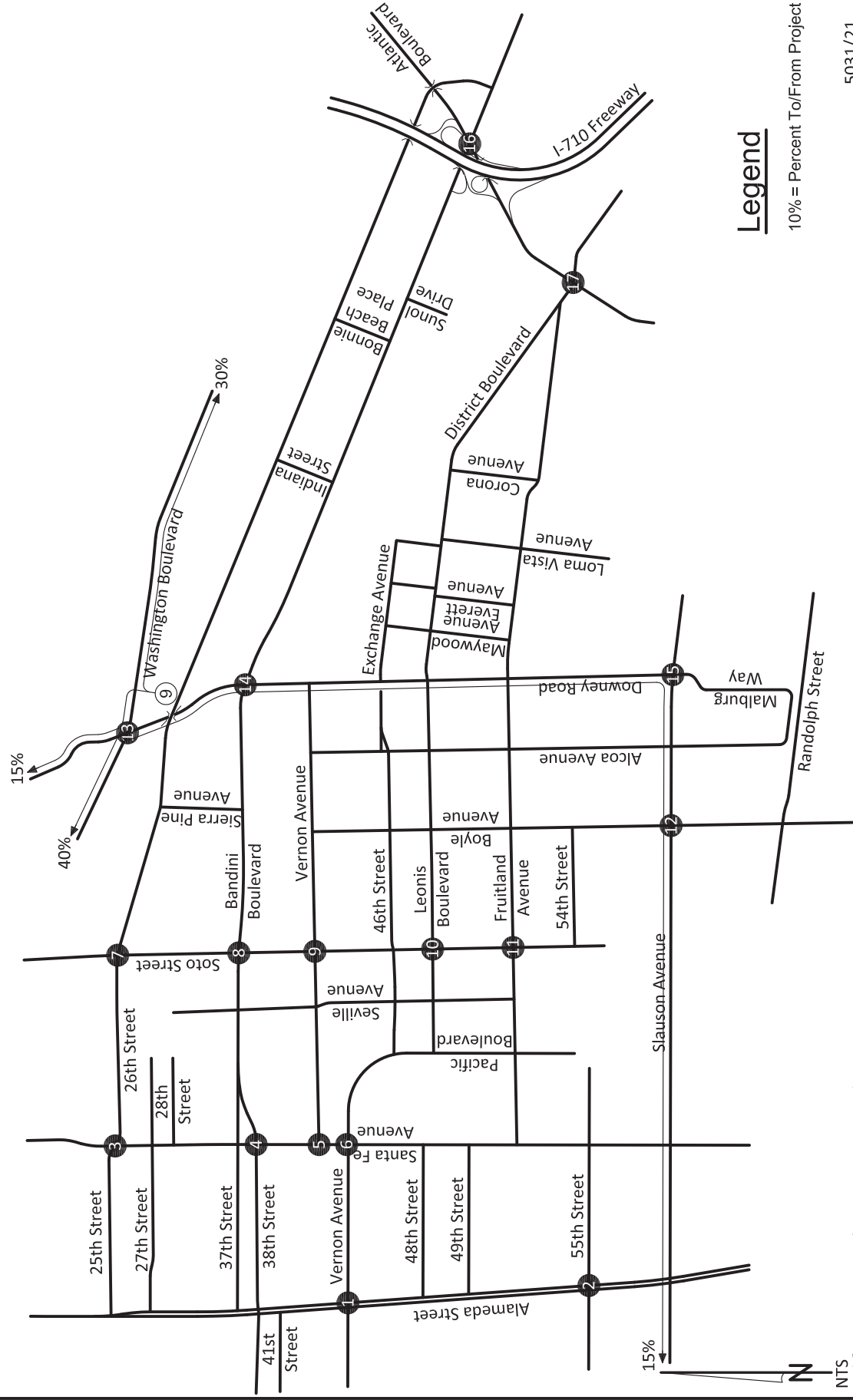
NTS

KUNZMAN ASSOCIATES, INC.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/20

Figure 21
Potential Development Number 9 Trip Distribution

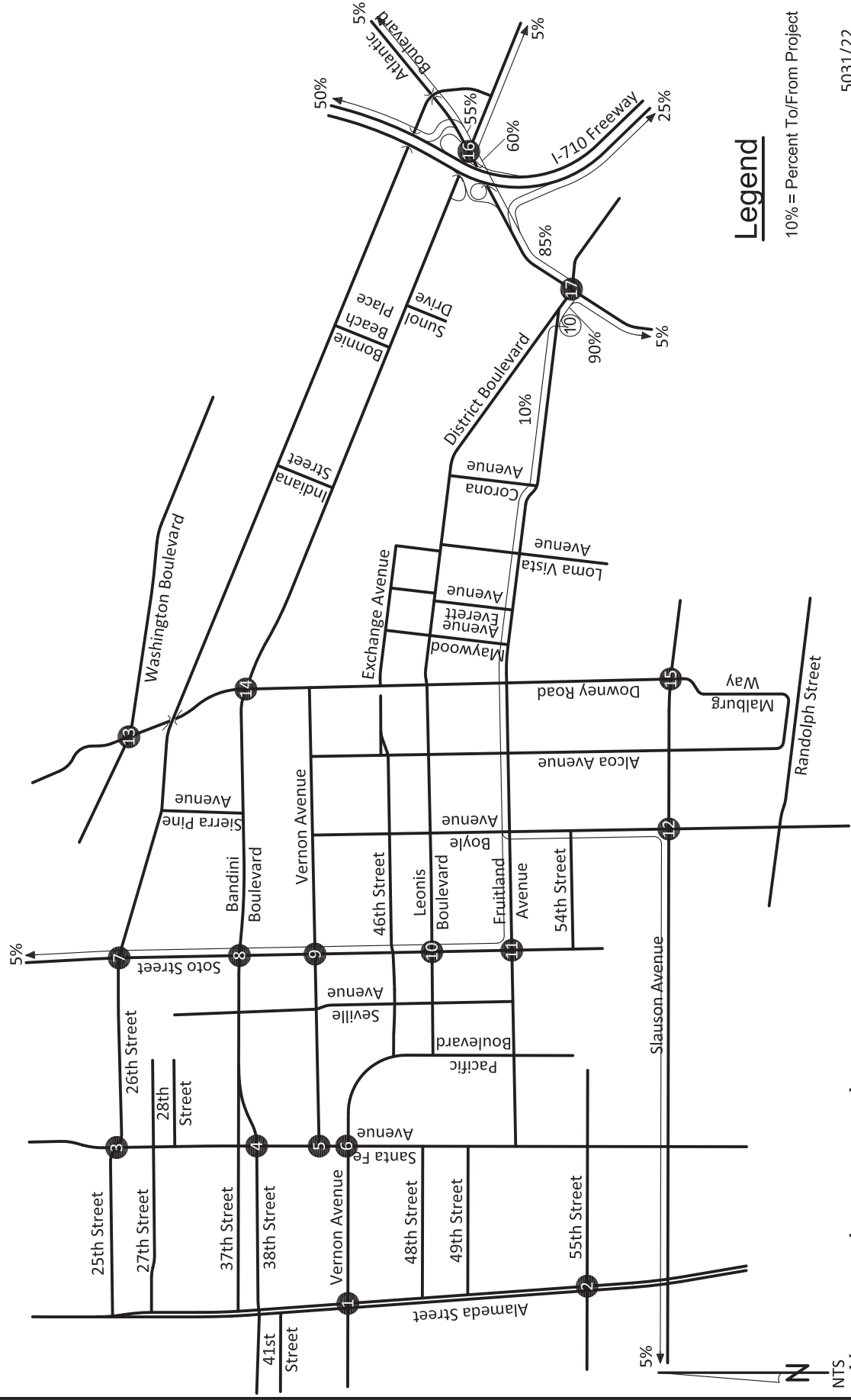


Legend

10% = Percent To/From Project

5031/21

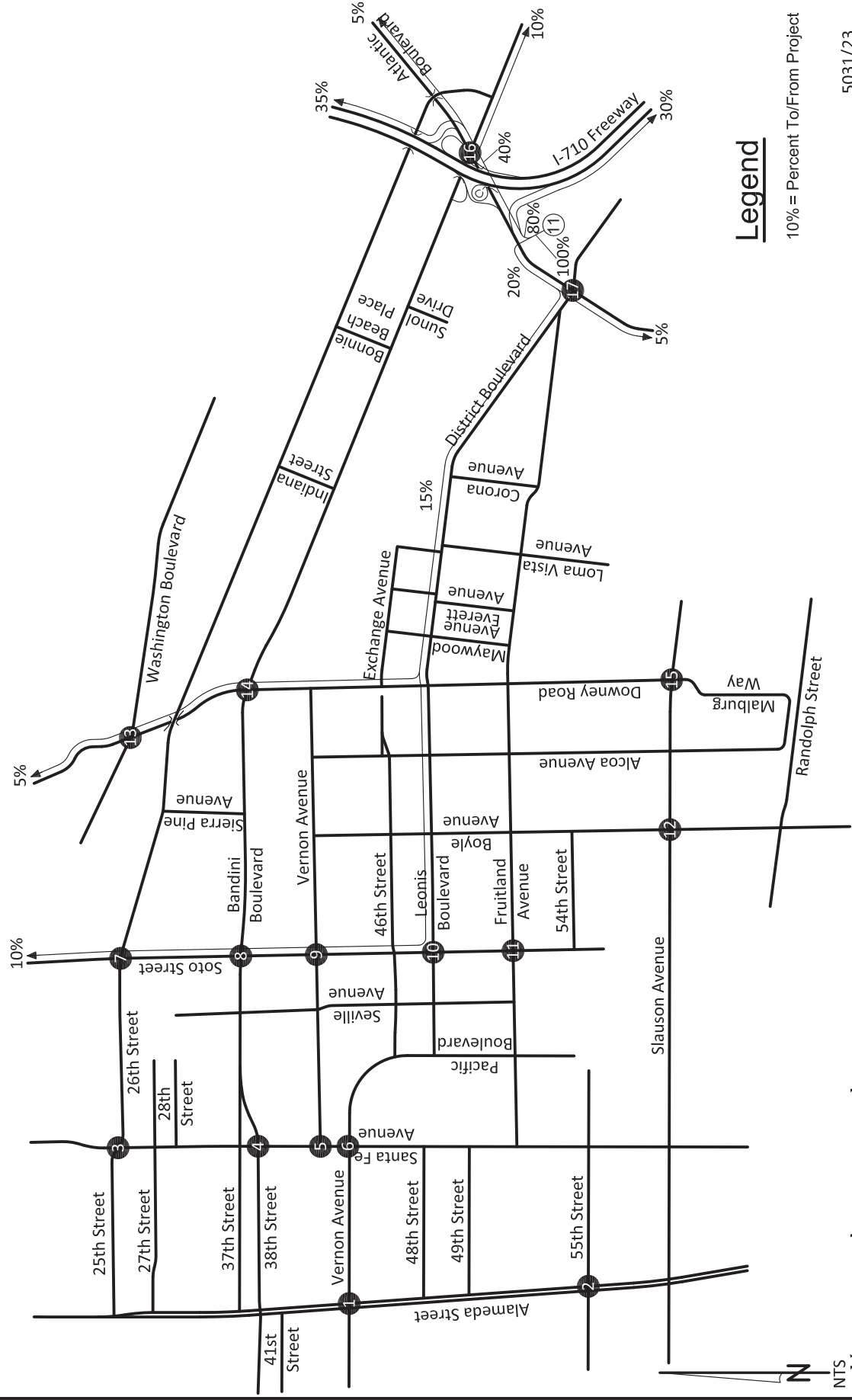
Figure 22
Potential Development Number 10 Trip Distribution



Legend

10% = Percent To/From Project

Figure 23
Potential Development Number 11 Trip Distribution



Legend

10% = Percent To/From Project

Figure 24
Potential Development Number 12 Trip Distribution

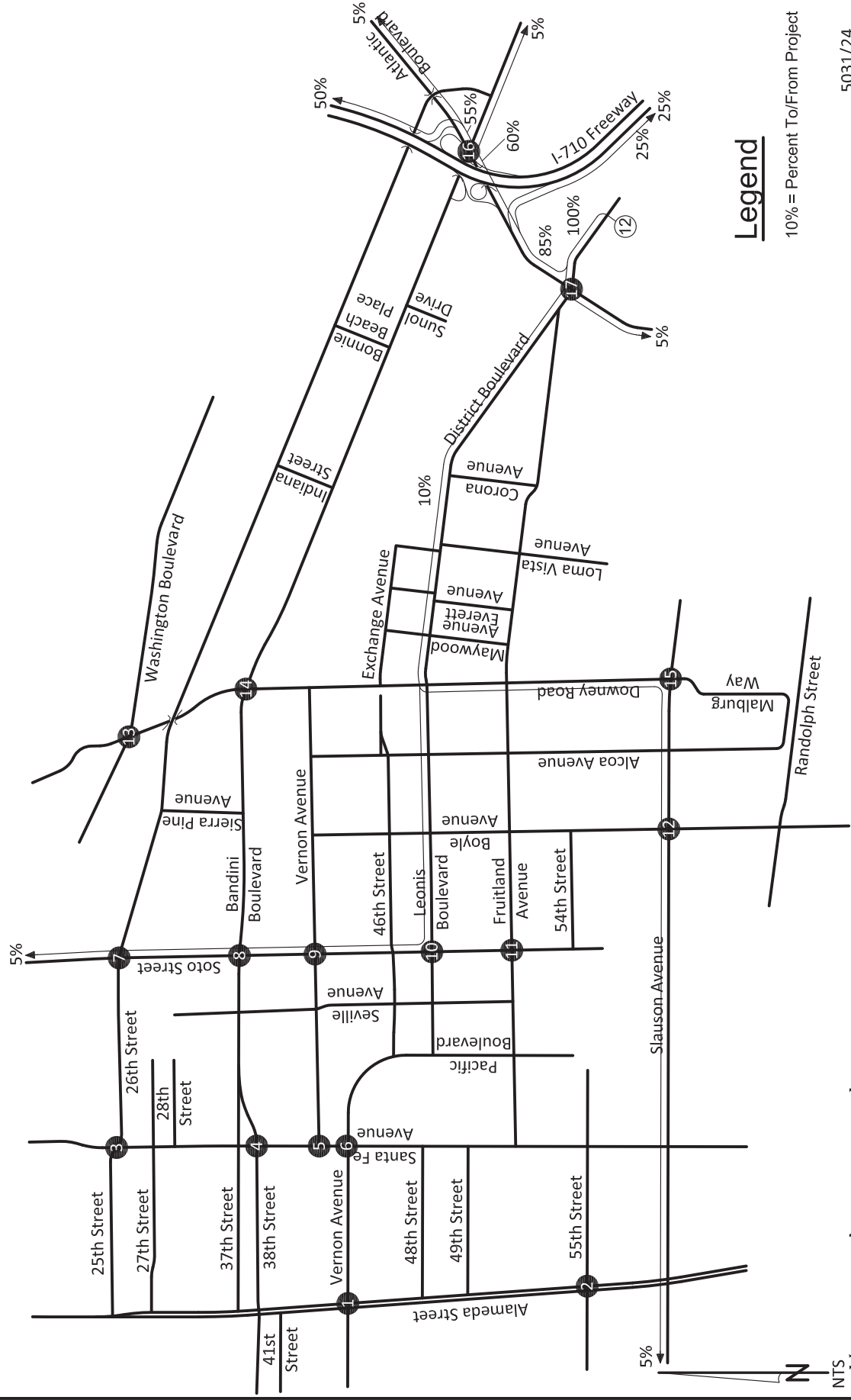


Figure 25
Potential Development Number 13 Trip Distribution

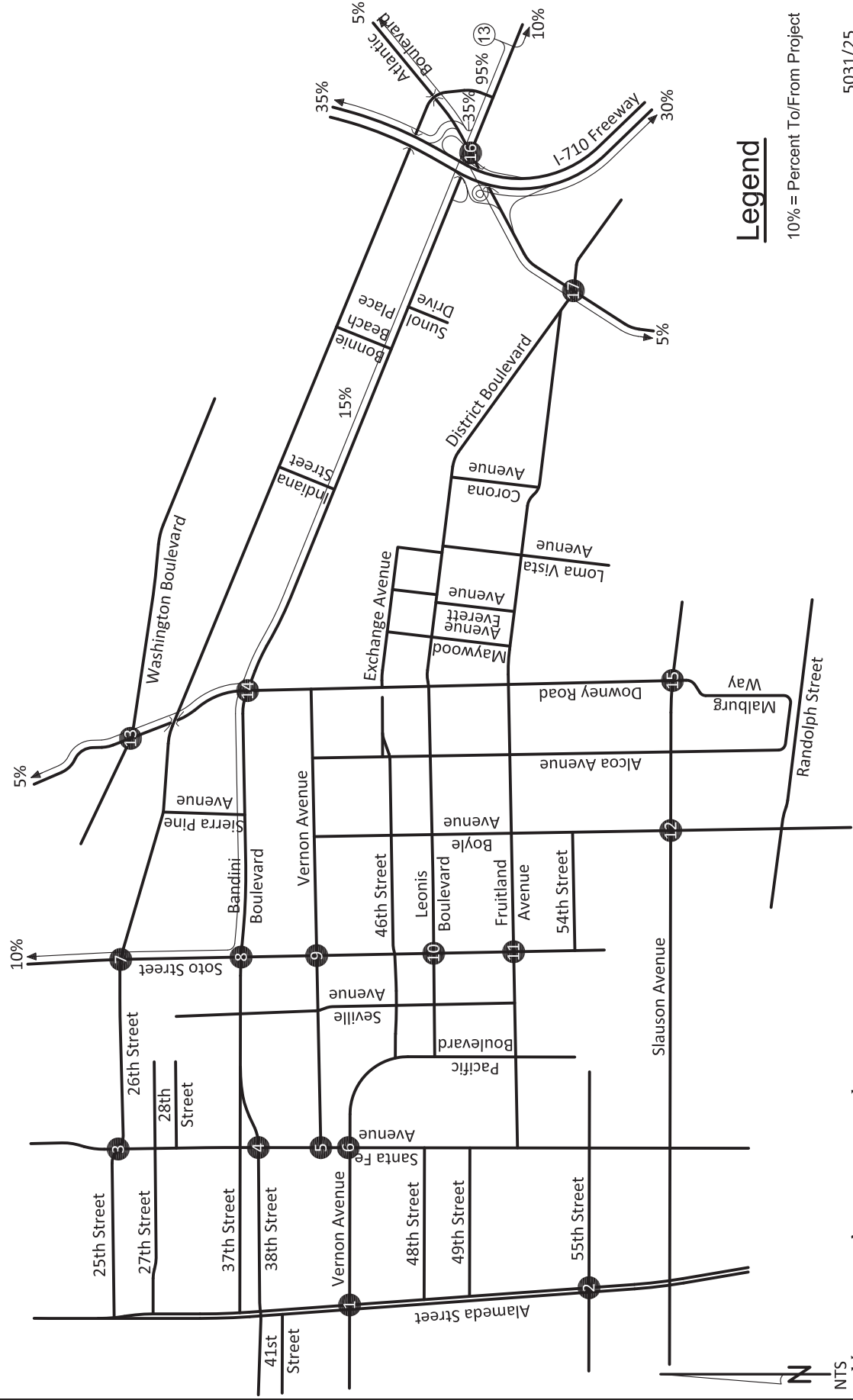


Figure 26
Potential Development Average Daily Traffic Volumes

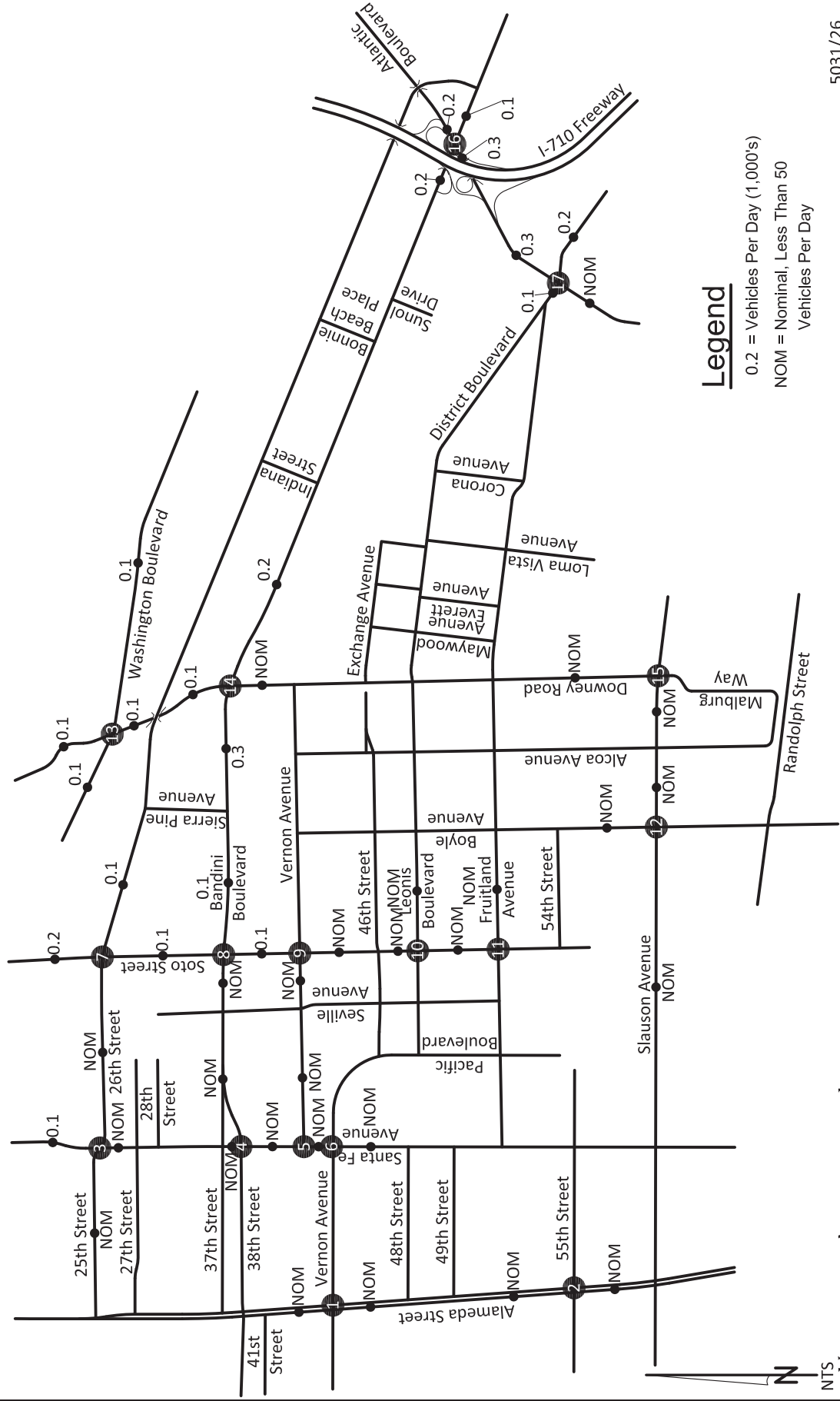
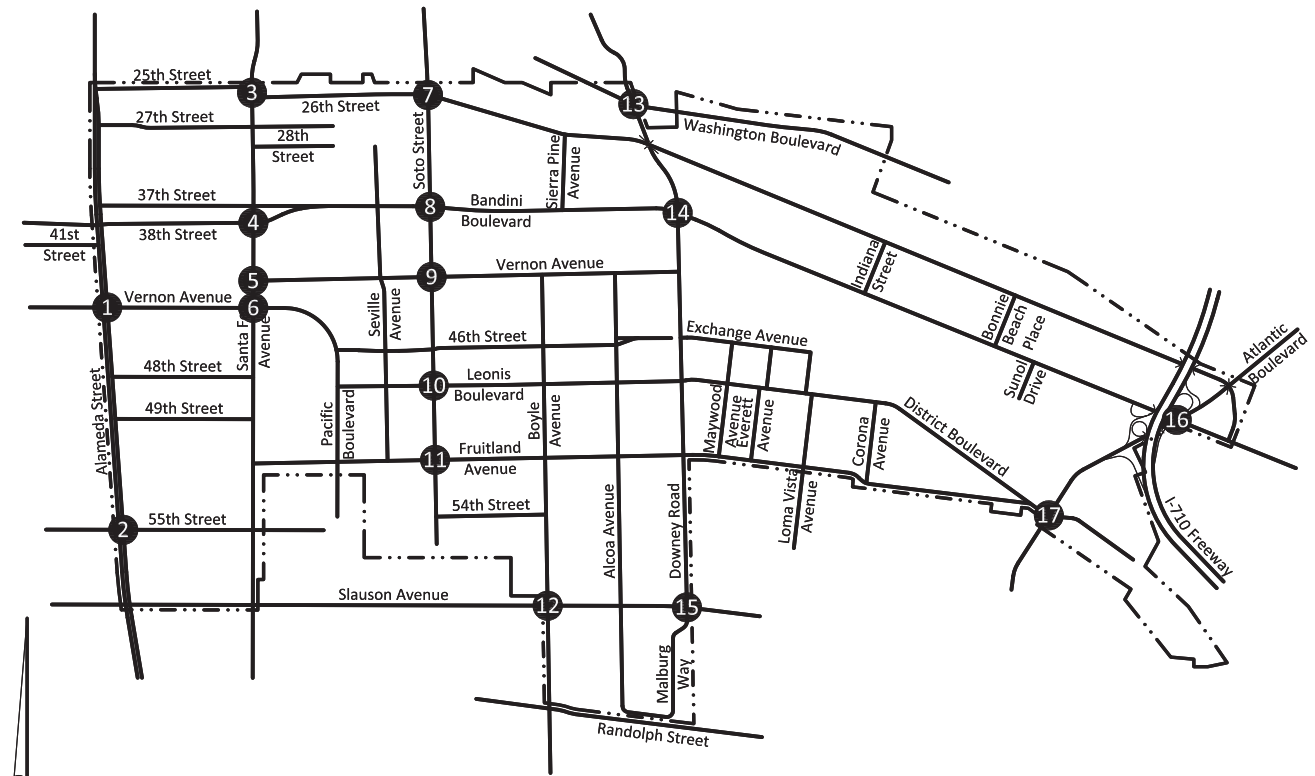


Figure 27
Potential Development
Morning Peak Hour Intersection Turning Movement Volumes

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KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/27

[illegible]

Figure 29
Proposed General Plan Year 2035 Average Daily Traffic Volumes

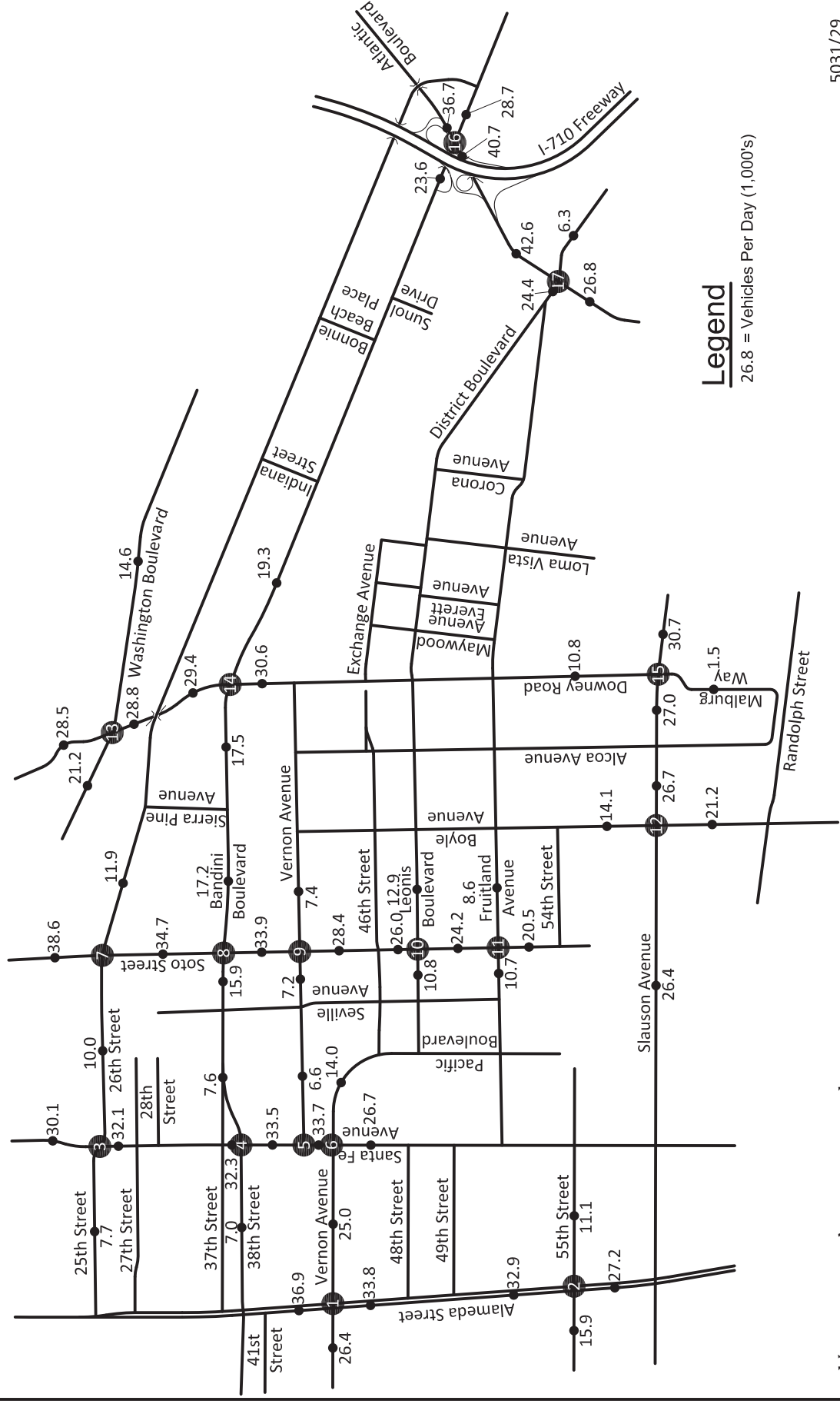
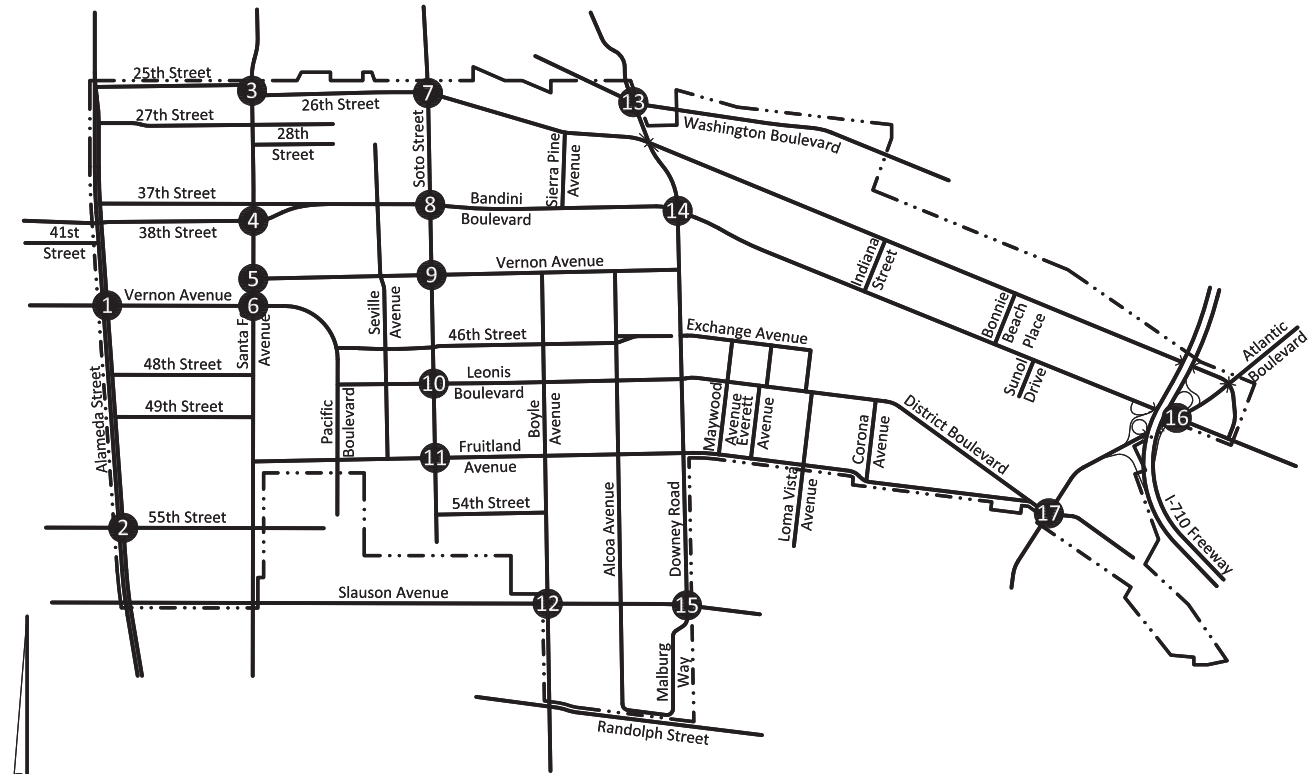


Figure 30
Proposed General Plan Year 2035
Morning Peak Hour Intersection Turning Movement Volumes

<div>1</div> <table><tr><td>1694</td><td>↙</td></tr><tr><td>↖77</td><td>↖</td></tr><tr><td>↖1468</td><td>↖</td></tr><tr><td>↖149</td><td>↖</td></tr><tr><td>1201</td><td>↖</td></tr><tr><td>↗177</td><td>↗</td></tr><tr><td>↗954</td><td>↗</td></tr><tr><td>↗70</td><td>↗</td></tr><tr><td>↘359</td><td>↘</td></tr><tr><td>↘901</td><td>↘</td></tr><tr><td>↘127</td><td>↘</td></tr><tr><td>1387</td><td>↘</td></tr><tr><td>2048</td><td>↘</td></tr></table>	1694	↙	↖77	↖	↖1468	↖	↖149	↖	1201	↖	↗177	↗	↗954	↗	↗70	↗	↘359	↘	↘901	↘	↘127	↘	1387	↘	2048	↘	<div>2</div> <table><tr><td>327</td><td>↙</td></tr><tr><td>↖16</td><td>↖</td></tr><tr><td>↖210</td><td>↖</td></tr><tr><td>↖101</td><td>↖</td></tr><tr><td>1166</td><td>↖</td></tr><tr><td>↗66</td><td>↗</td></tr><tr><td>↗939</td><td>↗</td></tr><tr><td>↗161</td><td>↗</td></tr><tr><td>↘118</td><td>↘</td></tr><tr><td>↘1329</td><td>↘</td></tr><tr><td>↘13</td><td>↘</td></tr><tr><td>1460</td><td>↘</td></tr><tr><td>432</td><td>↘</td></tr></table>	327	↙	↖16	↖	↖210	↖	↖101	↖	1166	↖	↗66	↗	↗939	↗	↗161	↗	↘118	↘	↘1329	↘	↘13	↘	1460	↘	432	↘	<div>3</div> <table><tr><td>1238</td><td>↙</td></tr><tr><td>↖134</td><td>↖</td></tr><tr><td>↖985</td><td>↖</td></tr><tr><td>↖119</td><td>↖</td></tr><tr><td>756</td><td>↖</td></tr><tr><td>↗177</td><td>↗</td></tr><tr><td>↗539</td><td>↗</td></tr><tr><td>↗40</td><td>↗</td></tr><tr><td>↘97</td><td>↘</td></tr><tr><td>↘255</td><td>↘</td></tr><tr><td>↘16</td><td>↘</td></tr><tr><td>368</td><td>↘</td></tr><tr><td>2070</td><td>↘</td></tr></table>	1238	↙	↖134	↖	↖985	↖	↖119	↖	756	↖	↗177	↗	↗539	↗	↗40	↗	↘97	↘	↘255	↘	↘16	↘	368	↘	2070	↘	<div>4</div> <table><tr><td>83</td><td>↙</td></tr><tr><td>↖57</td><td>↖</td></tr><tr><td>↖19</td><td>↖</td></tr><tr><td>↖7</td><td>↖</td></tr><tr><td>716</td><td>↖</td></tr><tr><td>↗297</td><td>↗</td></tr><tr><td>↗383</td><td>↗</td></tr><tr><td>↗36</td><td>↗</td></tr><tr><td>↘19</td><td>↘</td></tr><tr><td>↘299</td><td>↘</td></tr><tr><td>↘3</td><td>↘</td></tr><tr><td>321</td><td>↘</td></tr><tr><td>113</td><td>↘</td></tr></table>	83	↙	↖57	↖	↖19	↖	↖7	↖	716	↖	↗297	↗	↗383	↗	↗36	↗	↘19	↘	↘299	↘	↘3	↘	321	↘	113	↘	<div>5</div> <table><tr><td>1697</td><td>↙</td></tr><tr><td>↖67</td><td>↖</td></tr><tr><td>↖1515</td><td>↖</td></tr><tr><td>↖115</td><td>↖</td></tr><tr><td>246</td><td>↖</td></tr><tr><td>↗34</td><td>↗</td></tr><tr><td>↗108</td><td>↗</td></tr><tr><td>↗104</td><td>↗</td></tr><tr><td>↘153</td><td>↘</td></tr><tr><td>↘238</td><td>↘</td></tr><tr><td>↘212</td><td>↘</td></tr><tr><td>603</td><td>↘</td></tr><tr><td>2032</td><td>↘</td></tr></table>	1697	↙	↖67	↖	↖1515	↖	↖115	↖	246	↖	↗34	↗	↗108	↗	↗104	↗	↘153	↘	↘238	↘	↘212	↘	603	↘	2032	↘	<div>6</div> <table><tr><td>1809</td><td>↙</td></tr><tr><td>↖225</td><td>↖</td></tr><tr><td>↖1443</td><td>↖</td></tr><tr><td>↖141</td><td>↖</td></tr><tr><td>382</td><td>↖</td></tr><tr><td>↗42</td><td>↗</td></tr><tr><td>↗249</td><td>↗</td></tr><tr><td>↗91</td><td>↗</td></tr><tr><td>↘0</td><td>↘</td></tr><tr><td>↘0</td><td>↘</td></tr><tr><td>↘0</td><td>↘</td></tr><tr><td>0</td><td>↘</td></tr><tr><td>2346</td><td>↘</td></tr></table>	1809	↙	↖225	↖	↖1443	↖	↖141	↖	382	↖	↗42	↗	↗249	↗	↗91	↗	↘0	↘	↘0	↘	↘0	↘	0	↘	2346	↘	<div>7</div> <table><tr><td>1559</td><td>↙</td></tr><tr><td>↖6</td><td>↖</td></tr><tr><td>↖1435</td><td>↖</td></tr><tr><td>↖118</td><td>↖</td></tr><tr><td>8</td><td>↖</td></tr><tr><td>↗15</td><td>↗</td></tr><tr><td>↗4</td><td>↗</td></tr><tr><td>↘206</td><td>↘</td></tr><tr><td>↘214</td><td>↘</td></tr><tr><td>↘162</td><td>↘</td></tr><tr><td>426</td><td>↘</td></tr><tr><td>2425</td><td>↘</td></tr></table>	1559	↙	↖6	↖	↖1435	↖	↖118	↖	8	↖	↗15	↗	↗4	↗	↘206	↘	↘214	↘	↘162	↘	426	↘	2425	↘				
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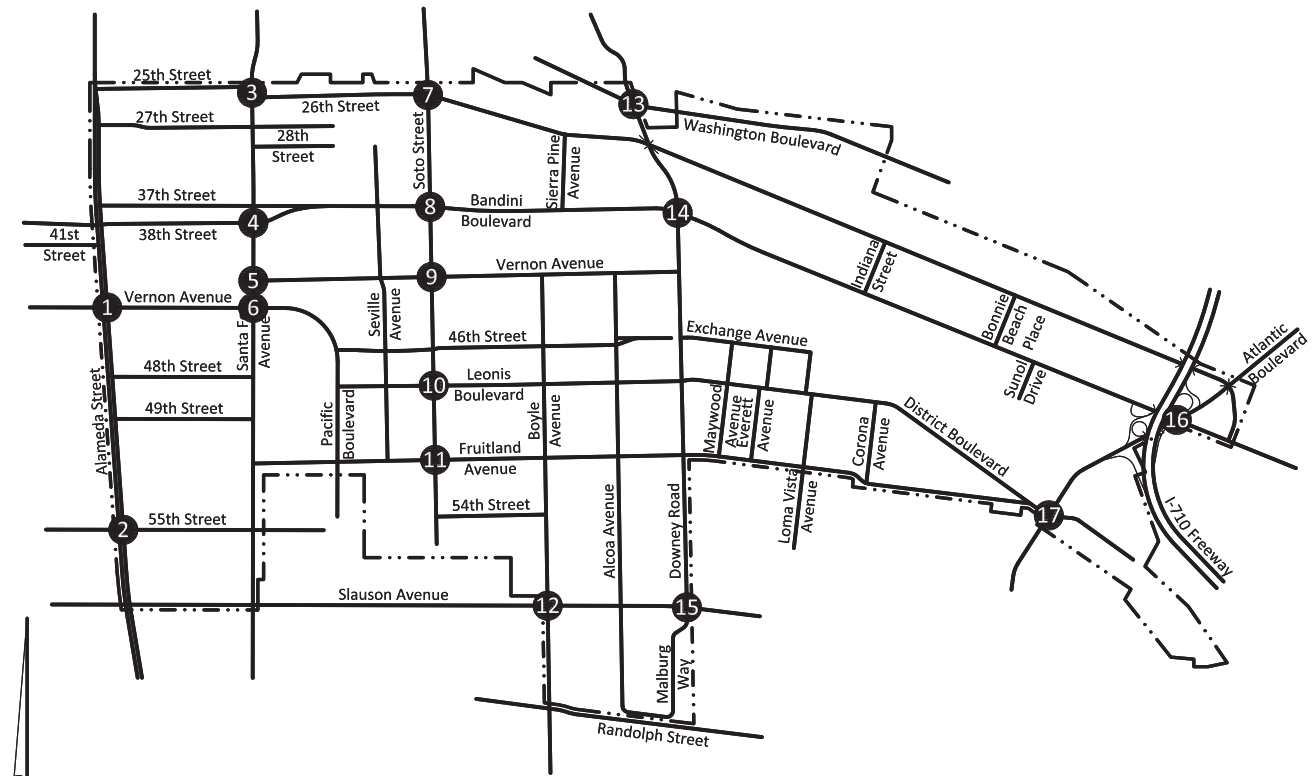
KUNZMAN ASSOCIATES, INC. Intersection reference numbers are in upper left corner of turning movement boxes.

OVER 35 YEARS OF EXCELLENT SERVICE

5031/30

Figure 31
Proposed General Plan Year 2035
Evening Peak Hour Intersection Turning Movement Volumes

<div>1</div> <table><tr><td>1790</td><td>↙</td></tr><tr><td>110</td><td>↖</td></tr><tr><td>1503</td><td>↖</td></tr><tr><td>177</td><td>↖</td></tr><tr><td>299</td><td>↗</td></tr><tr><td>952</td><td>↗</td></tr><tr><td>139</td><td>↗</td></tr><tr><td>1390</td><td>↗</td></tr><tr><td>75</td><td>↘</td></tr><tr><td>1583</td><td>↘</td></tr><tr><td>88</td><td>↘</td></tr><tr><td>1611</td><td>↘</td></tr><tr><td>1746</td><td>↘</td></tr></table>	1790	↙	110	↖	1503	↖	177	↖	299	↗	952	↗	139	↗	1390	↗	75	↘	1583	↘	88	↘	1611	↘	1746	↘	<div>2</div> <table><tr><td>352</td><td>↙</td></tr><tr><td>15</td><td>↖</td></tr><tr><td>240</td><td>↖</td></tr><tr><td>97</td><td>↖</td></tr><tr><td>45</td><td>↗</td></tr><tr><td>1135</td><td>↗</td></tr><tr><td>37</td><td>↗</td></tr><tr><td>1217</td><td>↗</td></tr><tr><td>22</td><td>↘</td></tr><tr><td>364</td><td>↘</td></tr><tr><td>69</td><td>↘</td></tr><tr><td>1641</td><td>↘</td></tr><tr><td>455</td><td>↘</td></tr></table>	352	↙	15	↖	240	↖	97	↖	45	↗	1135	↗	37	↗	1217	↗	22	↘	364	↘	69	↘	1641	↘	455	↘	<div>3</div> <table><tr><td>1918</td><td>↙</td></tr><tr><td>207</td><td>↖</td></tr><tr><td>1589</td><td>↖</td></tr><tr><td>122</td><td>↖</td></tr><tr><td>152</td><td>↗</td></tr><tr><td>367</td><td>↗</td></tr><tr><td>63</td><td>↗</td></tr><tr><td>582</td><td>↗</td></tr><tr><td>48</td><td>↘</td></tr><tr><td>1425</td><td>↘</td></tr><tr><td>24</td><td>↘</td></tr><tr><td>1084</td><td>↘</td></tr><tr><td>1497</td><td>↘</td></tr></table>	1918	↙	207	↖	1589	↖	122	↖	152	↗	367	↗	63	↗	582	↗	48	↘	1425	↘	24	↘	1084	↘	1497	↘	<div>4</div> <table><tr><td>395</td><td>↙</td></tr><tr><td>307</td><td>↖</td></tr><tr><td>52</td><td>↖</td></tr><tr><td>36</td><td>↖</td></tr><tr><td>66</td><td>↗</td></tr><tr><td>429</td><td>↗</td></tr><tr><td>18</td><td>↗</td></tr><tr><td>513</td><td>↗</td></tr><tr><td>9</td><td>↘</td></tr><tr><td>61</td><td>↘</td></tr><tr><td>13</td><td>↘</td></tr><tr><td>780</td><td>↘</td></tr><tr><td>83</td><td>↘</td></tr></table>	395	↙	307	↖	52	↖	36	↖	66	↗	429	↗	18	↗	513	↗	9	↘	61	↘	13	↘	780	↘	83	↘	<div>5</div> <table><tr><td>1834</td><td>↙</td></tr><tr><td>31</td><td>↖</td></tr><tr><td>1647</td><td>↖</td></tr><tr><td>156</td><td>↖</td></tr><tr><td>101</td><td>↗</td></tr><tr><td>205</td><td>↗</td></tr><tr><td>172</td><td>↗</td></tr><tr><td>874</td><td>↗</td></tr><tr><td>377</td><td>↘</td></tr><tr><td>365</td><td>↘</td></tr><tr><td>132</td><td>↘</td></tr><tr><td>478</td><td>↘</td></tr><tr><td>1912</td><td>↘</td></tr></table>	1834	↙	31	↖	1647	↖	156	↖	101	↗	205	↗	172	↗	874	↗	377	↘	365	↘	132	↘	478	↘	1912	↘	<div>6</div> <table><tr><td>2408</td><td>↙</td></tr><tr><td>182</td><td>↖</td></tr><tr><td>2001</td><td>↖</td></tr><tr><td>225</td><td>↖</td></tr><tr><td>0</td><td>↗</td></tr><tr><td>0</td><td>↗</td></tr><tr><td>0</td><td>↗</td></tr><tr><td>517</td><td>↗</td></tr><tr><td>30</td><td>↘</td></tr><tr><td>368</td><td>↘</td></tr><tr><td>119</td><td>↘</td></tr><tr><td>1916</td><td>↘</td></tr></table>	2408	↙	182	↖	2001	↖	225	↖	0	↗	0	↗	0	↗	517	↗	30	↘	368	↘	119	↘	1916	↘	<div>7</div> <table><tr><td>2033</td><td>↙</td></tr><tr><td>4</td><td>↖</td></tr><tr><td>1857</td><td>↖</td></tr><tr><td>182</td><td>↖</td></tr><tr><td>28</td><td>↗</td></tr><tr><td>30</td><td>↗</td></tr><tr><td>9</td><td>↗</td></tr><tr><td>67</td><td>↗</td></tr><tr><td>4</td><td>↘</td></tr><tr><td>1786</td><td>↘</td></tr><tr><td>160</td><td>↘</td></tr><tr><td>432</td><td>↘</td></tr><tr><td>1950</td><td>↘</td></tr></table>	2033	↙	4	↖	1857	↖	182	↖	28	↗	30	↗	9	↗	67	↗	4	↘	1786	↘	160	↘	432	↘	1950	↘
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V. Conclusions

The purpose of this report is to provide an assessment of the traffic impacts resulting from proposed residential and trucking overlay districts in the City of Vernon, and to identify the traffic mitigation measures necessary to maintain the established Level of Service standard for the elements of the impacted roadway system.

The study area intersections were determined by selecting the intersections that were projected to operate at unacceptable Levels of Service in the 2007 Circulation Plan Update for the City of Vernon.

Alameda Street (NS) at:

- Vernon Avenue (EW) - #1
- 55th Street (EW) - #2

Santa Fe Avenue (NS) at:

- 25th/26th Street (EW) - #3
- 38th Street (EW) - #4
- Vernon Avenue (EW) - #5
- Vernon Avenue/Pacific Boulevard (EW) - #6

Soto Street (NS) at:

- 26th Street (EW) - #7
- Bandini Boulevard (EW) - #8
- Vernon Avenue (EW) - #9
- Leonis Boulevard (EW) - #10
- Fruitland Avenue (EW) - #11

Boyle Avenue (NS) at:

- Slauson Avenue (EW) - #12

Downey Road (NS) at:

- Washington Boulevard (EW) - #13
- Bandini Boulevard (EW) - #14
- Slauson Avenue (EW) - #15

Atlantic Boulevard (NS) at:

- Bandini Boulevard (EW) - #16
- District Boulevard (EW) - #17

Existing Level of Service: For Existing traffic conditions, the study area intersections currently operate within acceptable Levels of Service during the peak hours, except for the following study area intersections that operate at Levels of Service E to F during the peak hours (see Table 1):

Alameda Street (NS) at:

- Vernon Avenue (EW) - #1
- 55th Street (EW) - #2

Santa Fe Avenue (NS) at:

- 25th/26th Street (EW) - #3
- 38th Street (EW) - #4
- Vernon Avenue (EW) - #5
- Vernon Avenue/Pacific Boulevard (EW) - #6

Soto Street (NS) at:

- 26th Street (EW) - #7
- Bandini Boulevard (EW) - #8
- Vernon Avenue (EW) - #9

Boyle Avenue (NS) at:

- Slauson Avenue (EW) - #12

Downey Road (NS) at:

- Washington Boulevard (EW) - #13
- Bandini Boulevard (EW) - #14
- Slauson Avenue (EW) - #15

Atlantic Boulevard (NS) at:

- Bandini Boulevard (EW) - #16
- District Boulevard (EW) - #17

Current General Plan Year 2035 Level of Service: For the Current General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 2).

All potential developments within the proposed housing and trucking overlay districts have been individually accounted for by an appropriate trip generation and trip distribution.

Proposed General Plan Year 2035 Level of Service: For the Proposed General Plan Year 2035 traffic conditions, the study area intersections are projected to operate at Level of Service E to F during the peak hours, without improvements (see Table 4).

Table 5 depicts the Proposed General Plan Year 2035 traffic conditions at the study area intersections. The study area intersections are not significantly impacted by the proposed housing and trucking overlay districts.

The I-710 widening project is projected to add an additional two northbound and two southbound travel lanes. These travel lanes proposed to be dedicated to trucks. The additional lane modifications are not projected to alter the traffic patterns within the City of Vernon. There is also a potential for additional interchanges and modification the existing interchanges along the I-710 Freeway. These potential improvements will potentially significantly improve the function of Atlantic Boulevard/Bandini Boulevard.

The Orange Rail Line might align through the City of Vernon and provide access to the City of Vernon. At this point there is no preferred alignment and no proposed stations. Traffic patterns within the City of Vernon are not anticipated to significantly change if and when this Orange Rail Line is completed.

It should be noted that the City of Vernon is virtually built out and that physical lane addition as a means of traffic mitigation provides limited opportunities. It is recommended that the City of Vernon implement an Intelligent Transportation System. The City of Los Angeles has implemented a number of Los Angeles County Automated Traffic Surveillance and Control systems and these systems provide an approximate 10 percent increase in capacity.

Appendices

Appendix A – Glossary of Transportation Terms

Appendix B – Traffic Count Worksheets

Appendix C – Truck Percentage Calculations

Appendix D – Explanation and Calculation of Intersection Capacity Utilization

APPENDIX A

Glossary of Transportation Terms

GLOSSARY OF TRANSPORTATION TERMS

COMMON ABBREVIATIONS

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 total volume during a year divided by the number of days in a year. Usually only weekdays are included.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A constriction along a travelway 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.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CYCLE LENGTH: The time period in seconds required for one complete signal cycle.

CUL-DE-SAC STREET: A local street open at one end only, and with special provisions for turning around.

DAILY CAPACITY: The daily volume of traffic that will result in a volume during the peak hour 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.

ORIGIN-DESTINATION SURVEY: A survey to determine the point of origin and the point of destination for a given vehicle trip.

PASSENGER CAR EQUIVALENTS: One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

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.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

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.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

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 quality 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.

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

Traffic Count Worksheets

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_001

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Alameda St			Alameda St			Vernon Ave (East)			Vernon Ave (East)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
7:00 AM	9	151	2	12	117	5	10	76	3	6	85	30	506
7:15 AM	2	155	10	12	124	7	12	82	1	10	81	26	522
7:30 AM	5	172	8	12	130	4	19	89	5	9	93	39	585
7:45 AM	4	149	9	16	152	4	15	83	3	17	77	49	578
8:00 AM	7	156	7	12	130	11	15	88	6	15	76	31	554
8:15 AM	7	163	1	9	113	6	24	77	11	10	68	30	519
8:30 AM	9	169	3	17	100	8	10	58	6	10	65	20	475
8:45 AM	10	164	2	10	118	7	14	87	12	8	60	16	508
TOTAL VOLUMES :	NL 53	NT 1279	NR 42	SL 100	ST 984	SR 52	EL 119	ET 640	ER 47	WL 85	WT 605	WR 241	TOTAL 4247
APPROACH %'s :	3.86%	93.09%	3.06%	8.80%	86.62%	4.58%	14.76%	79.40%	5.83%	9.13%	64.98%	25.89%	
PEAK HR START TIME :	7:15 AM												
PEAK HR VOL :	18	632	34	52	535	25	51	342	15	51	327	145	2239
PEAK HR FACTOR :	0.924												

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_001

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM

NS/EW Streets:	Alameda St			Alameda St			Vernon Ave (East)			Vernon Ave (East)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
4:00 PM	7	129	9	16	92	4	33	56	15	16	63	43	483
4:15 PM	7	145	6	16	112	5	48	76	16	20	97	26	574
4:30 PM	12	126	9	13	123	6	43	91	2	15	86	27	553
4:45 PM	3	134	7	18	138	6	17	75	16	8	99	32	553
5:00 PM	4	116	6	11	109	7	19	79	15	17	104	42	529
5:15 PM	5	126	3	13	138	17	11	88	5	16	104	21	547
5:30 PM	4	150	14	24	148	16	20	87	14	21	97	21	616
5:45 PM	8	137	5	8	148	13	10	87	10	15	68	23	532
TOTAL VOLUMES :	NL 50	NT 1063	NR 59	SL 119	ST 1008	SR 74	EL 201	ET 639	ER 93	WL 128	WT 718	WR 235	TOTAL 4387
APPROACH %'s :	4.27%	90.70%	5.03%	9.91%	83.93%	6.16%	21.54%	68.49%	9.97%	11.84%	66.42%	21.74%	

PEAK HR START TIME :	4:45 PM												TOTAL
PEAK HR VOL :	15	525	30	66	533	46	67	325	50	52	404	116	2245
PEAK HR FACTOR :		0.851			0.858			0.921			0.893		0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_001

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

NS/EW Streets:		AM											
		Alameda St			Alameda St			Vernon Ave (East)			Vernon Ave (East)		
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL
7:00 AM	5	24	5	10	13	0	5		16	0		14	92
7:15 AM	7	22	8	9	24	2	10		32	1		8	123
7:30 AM	4	26	11	7	14	1	7		6	5		12	93
7:45 AM	5	38	5	8	22	0	9		10	0		9	106
8:00 AM	3	26	10	5	19	3	5		13	0		2	86
8:15 AM	0	28	5	7	18	2	4		14	2		16	96
8:30 AM	1	23	11	10	17	2	1		6	1		11	83
8:45 AM	3	15	5	12	14	1	3		11	0		7	71
TOTAL VOLUMES :	NL 28	NT 202	NR 60	SL 68	ST 141	SR 11	EL 44	ET 0	ER 108	WL 9	WT 0	WR 79	TOTAL 750
APPROACH %'s :	9.66%	69.66%	20.69%	30.91%	64.09%	5.00%	28.95%	0.00%	71.05%	10.23%	0.00%	89.77%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	21	110	29	34	73	3	31	0	64	6	0	43	414
PEAK HR FACTOR :	0.833			0.786			0.565			0.721			0.841

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_001

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

NS/EW Streets:		PM												
		Alameda St			Alameda St			Vernon Ave (East)			Vernon Ave (East)			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 1	TOTAL	
4:00 PM	3	35	10	10	17	2	3		5	0		10	95	
4:15 PM	1	32	9	8	24	1	5		6	0		3	89	
4:30 PM	0	33	8	11	20	0	3		1	0		6	82	
4:45 PM	1	28	4	3	17	1	3		1	0		4	62	
5:00 PM	0	32	6	6	20	2	4		5	0		5	80	
5:15 PM	4	28	2	9	19	1	6		3	0		2	74	
5:30 PM	1	37	5	10	25	2	4		1	0		8	93	
5:45 PM	5	19	2	8	19	1	2		3	1		7	67	
TOTAL VOLUMES :		NL 15	NT 244	NR 46	SL 65	ST 161	SR 10	EL 30	ET 0	ER 25	WL 1	WT 0	WR 45	TOTAL 642
APPROACH %'s :		4.92%	80.00%	15.08%	27.54%	68.22%	4.24%	54.55%	0.00%	45.45%	2.17%	0.00%	97.83%	

PEAK HR START TIME :	4:00 PM													TOTAL
PEAK HR VOL :	5	128	31	32	78	4	14	0	13	0	0	23		328
PEAK HR FACTOR :		0.854			0.854			0.614			0.575			0.863

CONTROL : Signalized

Morning Peak Hour

[illegible]

Evening Peak Hour

[illegible]

RED = West Count

BLUE = East Count

Green = Calculated

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_002

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Alameda St			Alameda St			55th St (West)			55th St (West)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	4	141	4	12	75	13	10	46	4	3	16	6	334
7:15 AM	4	165	8	14	81	15	17	77	0	5	22	9	417
7:30 AM	4	198	8	6	83	13	16	54	2	0	31	8	423
7:45 AM	4	176	4	11	83	18	15	57	3	1	31	7	410
8:00 AM	5	173	4	12	75	10	13	46	4	1	25	11	379
8:15 AM	5	155	2	12	91	8	16	25	1	0	15	3	333
8:30 AM	5	160	5	3	76	4	16	32	3	0	16	9	329
8:45 AM	5	147	3	10	96	9	16	25	10	1	15	12	349
TOTAL VOLUMES :	NL 36	NT 1315	NR 38	SL 80	ST 660	SR 90	EL 119	ET 362	ER 27	WL 11	WT 171	WR 65	TOTAL 2974
APPROACH %'s :	2.59%	94.67%	2.74%	9.64%	79.52%	10.84%	23.43%	71.26%	5.31%	4.45%	69.23%	26.32%	
PEAK HR START TIME :	7:15 AM												
PEAK HR VOL :	17	712	24	43	322	56	61	234	9	7	109	35	1529
PEAK HR FACTOR :	0.896												

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_002

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Alameda St			Alameda St			55th St (West)			55th St (West)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM	5	116	4	9	112	24	15	26	8	8	90	29	446
4:15 PM	5	122	1	9	118	21	12	34	6	7	62	11	408
4:30 PM	4	130	1	9	144	17	8	32	5	4	72	13	439
4:45 PM	3	118	1	4	125	14	12	33	4	2	50	15	381
5:00 PM	3	105	1	14	146	13	11	31	8	9	69	27	437
5:15 PM	6	130	3	16	132	12	13	26	4	4	56	23	425
5:30 PM	3	120	1	10	147	15	15	37	3	9	69	16	445
5:45 PM	3	116	4	11	142	23	16	27	4	5	65	12	428
TOTAL VOLUMES :	NL 32	NT 957	NR 16	SL 82	ST 1066	SR 139	EL 102	ET 246	ER 42	WL 48	WT 533	WR 146	TOTAL 3409
APPROACH %'s :	3.18%	95.22%	1.59%	6.37%	82.83%	10.80%	26.15%	63.08%	10.77%	6.60%	73.31%	20.08%	

PEAK HR START TIME :	5:00 PM												TOTAL
PEAK HR VOL :	15	471	9	51	567	63	55	121	19	27	259	78	1735
PEAK HR FACTOR :		0.850			0.967			0.886			0.867		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_002

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Alameda St			Alameda St			55th St (West)			55th St (West)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	2	4	1	0	1	9	31		2	0		1	51
7:15 AM	2	7	4	1	0	4	39		3	0		0	60
7:30 AM	0	10	0	0	2	3	27		2	1		0	45
7:45 AM	0	4	1	1	3	2	39		3	0		3	56
8:00 AM	0	9	4	2	3	7	24		6	0		0	55
8:15 AM	0	8	0	1	2	4	9		5	0		5	34
8:30 AM	1	9	2	0	1	4	18		1	1		3	40
8:45 AM	3	3	2	0	1	5	12		2	0		1	29
TOTAL VOLUMES :	NL 8	NT 54	NR 14	SL 5	ST 13	SR 38	EL 199	ET 0	ER 24	WL 2	WT 0	WR 13	TOTAL 370
APPROACH %'s :	10.53%	71.05%	18.42%	8.93%	23.21%	67.86%	89.24%	0.00%	10.76%	13.33%	0.00%	86.67%	

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	2	30	9	4	8	16	179	0	14	1	0	3	216
PEAK HR FACTOR :	0.788			0.583			0.651			0.333			0.900

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_002

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Alameda St			Alameda St			55th St (West)			55th St (West)			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
4:00 PM	1	8	0	2	2	33	6		0			4	56
4:15 PM	0	7	2	3	6	25	8		2			2	55
4:30 PM	1	4	1	5	4	31	7		1			0	54
4:45 PM	1	6	0	4	5	27	5		5			0	53
5:00 PM	2	5	1	1	2	34	3		2			0	50
5:15 PM	0	3	2	1	1	23	7		0			0	37
5:30 PM	0	3	3	7	3	18	5		0			0	39
5:45 PM	1	5	0	1	12	15	3		2			2	41
TOTAL VOLUMES :	NL 6	NT 41	NR 9	SL 24	ST 35	SR 206	EL 44	ET 0	ER 12	WL 0	WT 0	WR 8	TOTAL 385
APPROACH %'s :	10.71%	73.21%	16.07%	9.06%	13.21%	77.74%	78.57%	0.00%	21.43%	0.00%	0.00%	100.00%	

PEAK HR START TIME :	4:00 PM												TOTAL
PEAK HR VOL :	3	25	3	14	17	116	26	0	8	0	0	6	218
PEAK HR FACTOR :	0.861			0.919			0.850			0.375			0.973

CONTROL : Signalized

Alameda Street (NS) at 55th Street (EW) - #2

Morning Peak Hour

119			90			38		
Left			Right			Right		
362			660			13		
Through			Through			Through		
27			80			5		
Right			Left			Left		
Eastbound			Southbound			Southbound		
Westbound			Westbound			Westbound		
Right			Right			Right		
199			65			13		
Through			Through			Through		
257			171			201		
Left			Left			Left		
24			11			2		
Eastbound			Northbound			Northbound		
Left			Left			Left		
38			Through			Through		
1315			Right			Right		
36			38			14		

Evening Peak Hour

102			139			206		
Left			Right			Right		
246			1066			35		
Through			Through			Through		
42			82			24		
Right			Left			Left		
Eastbound			Southbound			Southbound		
Westbound			Westbound			Westbound		
Right			Right			Right		
44			146			8		
Through			Through			Through		
288			533			515		
Left			Left			Left		
12			48			0		
Eastbound			Northbound			Northbound		
Left			Left			Left		
9			Through			Through		
41			Right			Right		
6			9			14		

RED = West Count

BLUE = East Count

Green = Calculated

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_003

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			25th St			25th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR .5	SL 1	ST 1.5	SR .5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
7:00 AM	16	262	16	7	250	4	8	26	24	23	31	27	694
7:15 AM	25	242	21	15	222	10	4	10	21	28	34	23	655
7:30 AM	19	329	24	15	234	12	4	17	21	36	45	22	778
7:45 AM	27	305	36	22	236	8	9	24	22	36	42	22	789
8:00 AM	16	269	30	22	301	10	6	21	15	34	37	28	789
8:15 AM	15	274	23	18	245	15	4	9	12	36	36	31	718
8:30 AM	17	273	16	20	247	12	13	16	14	35	30	26	719
8:45 AM	15	205	20	26	216	10	9	20	15	34	28	28	626
TOTAL VOLUMES :	NL 150	NT 2159	NR 186	SL 145	ST 1951	SR 81	EL 57	ET 143	ER 144	WL 262	WT 283	WR 207	TOTAL 5768
APPROACH %'s :	6.01%	86.53%	7.45%	6.66%	89.62%	3.72%	16.57%	41.57%	41.86%	34.84%	37.63%	27.53%	
PEAK HR START TIME :	7:30 AM												TOTAL
PEAK HR VOL :	77	1177	113	77	1016	45	23	71	70	142	160	103	3074
PEAK HR FACTOR :	0.919												0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_003

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			25th St			25th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR .5	SL 1	ST 1.5	SR .5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
4:00 PM	20	275	32	28	257	5	26	49	42	24	35	19	812
4:15 PM	26	267	30	18	241	6	12	54	26	20	27	12	739
4:30 PM	26	312	40	24	182	13	19	48	33	33	24	11	765
4:45 PM	21	270	32	28	242	9	11	33	34	19	34	22	755
5:00 PM	15	255	48	23	261	9	16	69	30	25	30	17	798
5:15 PM	16	325	29	17	290	5	12	51	18	32	44	21	860
5:30 PM	17	262	25	31	292	5	14	51	20	38	33	17	805
5:45 PM	32	230	31	34	265	2	11	73	25	22	31	13	769
TOTAL VOLUMES :	173	2196	267	203	2030	54	121	428	228	213	258	132	6303
APPROACH %'s :	6.56%	83.31%	10.13%	8.88%	88.76%	2.36%	15.57%	55.08%	29.34%	35.32%	42.79%	21.89%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	80	1072	133	105	1108	21	53	244	93	117	138	68	3232
PEAK HR FACTOR :		0.868			0.941			0.848			0.832		0.940

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_004

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			38th St			38th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
7:00 AM	22	279	35	16	266	34	14	27	21				714
7:15 AM	27	290	42	20	249	41	1	33	20				723
7:30 AM	25	364	42	19	212	40	6	44	15				767
7:45 AM	34	336	48	27	242	39	14	53	10				803
8:00 AM	16	314	46	28	264	31	7	37	16				759
8:15 AM	14	255	34	26	255	26	7	32	8				657
8:30 AM	21	278	24	24	255	25	5	23	20				675
8:45 AM	13	212	39	21	243	32	7	30	17				614
TOTAL VOLUMES :	172	2328	310	181	1986	268	61	279	127	0	0	0	5712
APPROACH %'s :	6.12%	82.85%	11.03%	7.43%	81.56%	11.01%	13.06%	59.74%	27.19%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	102	1304	178	94	967	131	28	167	61	0	0	0	3252
PEAK HR FACTOR :	0.919			0.938			0.831			0.000			0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_004

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

NS/EW Streets:	PM												TOTAL
	Santa Fe Ave			Santa Fe Ave			38th St			38th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
LANES:													
4:00 PM	35	268	67	41	295	22	7	59	18				812
4:15 PM	30	265	46	39	290	17	8	55	17				767
4:30 PM	27	263	53	40	286	30	10	47	22				778
4:45 PM	20	231	65	33	296	29	1	62	19				756
5:00 PM	22	297	54	45	349	43	7	69	27				913
5:15 PM	34	222	51	36	329	31	8	57	20				788
5:30 PM	19	228	49	37	372	19	4	59	14				801
5:45 PM	15	196	42	44	300	20	7	52	18				694

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	202	1970	427	315	2517	211	52	460	155	0	0	0	6309
APPROACH %'s :	7.77%	75.80%	16.43%	10.35%	82.71%	6.93%	7.80%	68.97%	23.24%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	4:45 PM												TOTAL
PEAK HR VOL :	95	978	213	151	1346	122	20	247	80	0	0	0	3258
PEAK HR FACTOR :	0.865			0.926			0.842			0.000			0.892

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_005

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			Vernon Ave			Vernon Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL .5	WT 1	WR .5	TOTAL
7:00 AM	2	344	21	14	281	2	0	2	0	37	1	23	727
7:15 AM	0	358	41	25	241	2	0	4	2	34	0	37	744
7:30 AM	0	408	20	16	215	0	2	1	1	41	2	36	742
7:45 AM	0	407	27	24	225	0	0	3	0	30	1	42	759
8:00 AM	1	353	22	20	257	0	0	2	1	37	1	26	720
8:15 AM	1	295	20	23	218	1	0	2	0	36	3	27	626
8:30 AM	0	293	15	17	271	2	0	3	0	16	1	28	646
8:45 AM	6	265	16	21	207	1	1	1	2	35	2	20	577
TOTAL VOLUMES :	NL 10	NT 2723	NR 182	SL 160	ST 1915	SR 8	EL 3	ET 18	ER 6	WL 266	WT 11	WR 239	TOTAL 5541
APPROACH %'s :	0.34%	93.41%	6.24%	7.68%	91.93%	0.38%	11.11%	66.67%	22.22%	51.55%	2.13%	46.32%	

PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	2	1517	109	79	962	4	2	10	3	142	4	136	2972
PEAK HR FACTOR :		0.938			0.880			0.625			0.899		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_005

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			Vernon Ave			Vernon Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL .5	WT 1	WR .5	TOTAL
4:00 PM	0	310	25	22	286	6	1	3	1	49	2	31	736
4:15 PM	3	320	29	36	310	1	1	3	3	35	2	18	761
4:30 PM	0	296	25	27	316	0	2	4	1	37	0	32	740
4:45 PM	0	262	25	25	291	0	12	6	1	44	2	29	697
5:00 PM	0	321	29	34	328	0	9	7	1	49	3	38	819
5:15 PM	0	252	17	27	365	0	3	10	1	25	0	30	730
5:30 PM	2	266	18	22	344	0	10	19	4	26	1	33	745
5:45 PM	1	245	17	22	313	0	1	5	1	30	2	8	645
TOTAL VOLUMES :	NL 6	NT 2272	NR 185	SL 215	ST 2553	SR 7	EL 39	ET 57	ER 13	WL 295	WT 12	WR 219	TOTAL 5873
APPROACH %'s :	0.24%	92.25%	7.51%	7.75%	92.00%	0.25%	35.78%	52.29%	11.93%	56.08%	2.28%	41.63%	

PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	3	1199	108	122	1245	1	24	20	6	165	2	117	3017
PEAK HR FACTOR :		0.930			0.945			0.658			0.903		0.921

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_006

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

NS/EW Streets:		AM												
		Santa Fe Ave			Santa Fe Ave			Vernon Ave/Pacific Blvd			Vernon Ave/Pacific Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 2	TOTAL
	7:00 AM	27	236	3	23	219	79	24	66	24	5	89	111	906
	7:15 AM	21	248	4	16	195	60	45	57	20	5	94	105	870
	7:30 AM	24	243	7	28	179	52	40	62	31	9	106	160	941
	7:45 AM	17	270	5	27	177	49	33	50	15	7	95	106	851
	8:00 AM	16	258	1	28	212	61	44	60	12	2	80	94	868
	8:15 AM	22	191	3	28	178	47	28	60	9	1	82	76	725
	8:30 AM	20	209	5	29	201	57	29	52	11	3	69	81	766
	8:45 AM	15	183	8	29	169	43	28	54	13	6	58	66	672
TOTAL VOLUMES :		NL 162	NT 1838	NR 36	SL 208	ST 1530	SR 448	EL 271	ET 461	ER 135	WL 38	WT 673	WR 799	TOTAL 6599
APPROACH %'s :		7.96%	90.28%	1.77%	9.52%	69.99%	20.49%	31.26%	53.17%	15.57%	2.52%	44.57%	52.91%	

PEAK HR START TIME :	7:00 AM													TOTAL
PEAK HR VOL :	89	997	13	94	770	240	142	235	90	26	384	462		3568
PEAK HR FACTOR :		0.945			0.860			0.878			0.811			0.543

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_006

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			Vernon Ave/Pacific Blvd			Vernon Ave/Pacific Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 2	TOTAL
4:00 PM	27	224	6	35	251	47	53	98	19	7	82	58	907
4:15 PM	27	237	8	46	271	29	57	89	8	8	66	57	903
4:30 PM	14	208	7	38	281	37	37	110	24	15	80	74	925
4:45 PM	27	183	3	50	234	44	32	67	16	1	56	62	775
5:00 PM	32	235	8	36	297	45	44	92	16	6	83	74	968
5:15 PM	18	163	3	31	328	30	36	76	16	2	72	79	854
5:30 PM	31	166	3	43	299	37	50	87	18	4	55	58	851
5:45 PM	7	164	1	36	286	21	35	98	21	4	58	63	794
TOTAL VOLUMES :	NL 183	NT 1580	NR 39	SL 315	ST 2247	SR 290	EL 344	ET 717	ER 138	WL 47	WT 552	WR 525	TOTAL 6977
APPROACH %'s :	10.16%	87.68%	2.16%	11.04%	78.79%	10.17%	28.69%	59.80%	11.51%	4.18%	49.11%	46.71%	
PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	100	863	28	170	1083	155	170	358	64	30	285	267	3571
PEAK HR FACTOR :		0.899			0.931			0.865			0.861		0.922

CONTROL : Signalized

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: 26th Street

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	19	258	3	20	258	12	5	10	8	3	29	27
	2-Axle Truck	2	13	0	1	9	0	0	1	0	0	5	2
	3-Axle Truck	1	15	1	2	6	1	1	2	1	0	3	2
	4-Axle Truck	1	2	0	1	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	3	0	0	1	0	0	0	0	0	0	1
7:15 AM	Cars	20	288	3	18	231	17	9	12	9	6	43	14
	2-Axle Truck	1	10	1	0	9	0	0	1	2	2	3	1
	3-Axle Truck	1	4	0	0	6	4	0	0	0	0	2	2
	4-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	3	0	0	0	2	0	0	0	0	0	4	1
7:30 AM	Cars	25	297	8	27	250	28	6	18	8	7	49	12
	2-Axle Truck	4	17	2	1	12	1	0	6	0	3	1	2
	3-Axle Truck	1	6	1	1	6	0	2	3	0	1	4	4
	4-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	1	2	0	1	1	0	1	1	0	0	3	1
7:45 AM	Cars	34	269	19	31	252	18	5	14	3	3	56	24
	2-Axle Truck	2	18	3	0	13	1	4	4	4	0	7	5
	3-Axle Truck	1	8	0	1	6	1	0	5	0	1	4	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	3	0	1	2	0	0	3	0	0	2	1
8:00 AM	Cars	24	256	8	23	259	28	10	17	11	7	42	17
	2-Axle Truck	1	15	2	1	13	1	2	0	3	1	12	3
	3-Axle Truck	0	6	0	0	6	0	3	3	0	0	1	1
	4-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	1	1	0	4	1	0	0	0	1	1	0
8:15 AM	Cars	21	271	8	26	221	22	5	13	13	3	48	18
	2-Axle Truck	2	17	3	1	14	2	1	1	0	0	8	4
	3-Axle Truck	2	13	0	1	7	1	0	2	1	0	2	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	2	1	1	1	0	0	2	0	0	0	0
8:30 AM	Cars	17	207	4	22	253	32	5	17	9	4	45	15
	2-Axle Truck	5	26	1	1	17	0	1	4	1	1	6	3
	3-Axle Truck	0	10	2	0	8	1	0	1	0	0	2	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	3	0	1	2	0	0	2	0	1	1	2
8:45 AM	Cars	12	226	3	12	233	28	7	9	2	6	41	13
	2-Axle Truck	0	16	1	3	9	1	2	5	4	2	10	2
	3-Axle Truck	0	4	0	1	9	2	2	3	1	0	4	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	2	0	1	3	0	0	2	0	0	3	0
Total	Cars	172	2,072	56	179	1,957	185	52	110	63	39	353	140
	2-Axle Truck	17	132	13	8	96	6	10	22	14	9	52	22
	3-Axle Truck	6	66	4	6	54	10	8	19	3	2	22	14
	4-Axle Truck	1	5	1	2	2	0	0	0	0	0	1	2
	5-Axle Truck +	9	16	2	5	16	1	1	10	0	2	14	6
	Total	205	2291	76	200	2125	202	71	161	80	52	442	184

Peak Hour Volumes	121	1203	56	117	1069	104	39	92	43	27	240	96
Peak Hour Factor	0.943			0.954			0.888			0.864		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: 26th Street

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	11	250	12	32	249	11	24	46	11	8	26	22
	2-Axle Truck	1	7	2	3	11	3	1	4	1	4	2	1
	3-Axle Truck	0	1	1	2	3	2	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	2	0	0	1	0	1	0	0
	5-Axle Truck +	0	4	0	2	8	0	0	0	1	0	0	1
4:15 PM	Cars	8	274	8	32	247	12	17	47	14	6	22	13
	2-Axle Truck	1	13	1	7	14	3	2	6	1	0	4	2
	3-Axle Truck	0	1	0	1	2	0	0	3	0	1	4	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	1	7	1	0	5	1	0	4	1	0	2	3
4:30 PM	Cars	12	292	7	39	279	7	13	56	10	24	23	38
	2-Axle Truck	3	5	0	3	14	5	1	5	1	2	2	2
	3-Axle Truck	0	3	1	1	1	0	1	6	0	0	0	0
	4-Axle Truck	0	2	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	5	0	2	9	0	0	0	0	0	3	1
4:45 PM	Cars	8	249	10	57	306	5	7	65	14	12	18	40
	2-Axle Truck	1	7	2	6	12	1	1	5	0	2	1	1
	3-Axle Truck	0	2	1	3	3	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	1	0	0	3	1
	5-Axle Truck +	1	10	0	1	3	0	1	3	0	0	2	2
5:00 PM	Cars	10	304	11	42	333	9	28	73	13	9	20	37
	2-Axle Truck	1	7	1	4	7	1	0	7	1	0	4	2
	3-Axle Truck	0	0	0	2	1	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	5	0	1	4	1	0	1	0	0	2	1
5:15 PM	Cars	15	292	7	44	310	9	20	92	16	10	32	32
	2-Axle Truck	3	8	1	2	9	0	1	5	1	2	0	0
	3-Axle Truck	2	3	0	0	2	0	0	1	0	0	1	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	3	0	4	6	2	0	1	0	1	4	1
5:30 PM	Cars	14	296	10	51	357	12	29	95	21	7	15	37
	2-Axle Truck	1	4	1	9	12	3	1	4	0	0	3	0
	3-Axle Truck	1	0	0	2	0	2	0	1	1	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	2	0	0	1	0
	5-Axle Truck +	1	8	0	1	2	0	1	3	0	0	0	1
5:45 PM	Cars	9	236	12	53	348	6	17	91	12	7	19	37
	2-Axle Truck	2	7	2	4	8	3	0	5	0	0	0	1
	3-Axle Truck	0	0	0	2	2	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	1	0	1	0	1	0	0	2	0
	5-Axle Truck +	0	5	0	3	5	2	0	0	0	0	6	0
Total	Cars	87	2,193	77	350	2,429	71	155	565	111	83	175	256
	2-Axle Truck	13	58	10	38	87	19	7	41	5	10	16	9
	3-Axle Truck	3	10	3	13	14	4	1	14	1	1	7	0
	4-Axle Truck	0	3	2	1	3	1	0	7	0	1	9	1
	5-Axle Truck +	4	47	1	14	42	6	2	12	2	1	19	10
	Total	107	2311	93	416	2575	101	165	639	119	96	226	276

Peak Hour Volumes	59	1178	46	225	1407	51	97	385	65	36	112	149
Peak Hour Factor	0.946			0.931			0.866			0.884		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	14	253	12	10	202	41	16	66	2	39	134	14
	2-Axle Truck	1	12	1	0	9	0	0	2	2	1	3	2
	3-Axle Truck	0	0	0	0	1	0	1	3	2	1	6	2
	4-Axle Truck	1	1	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	10	3	1	5	2	2	7	2	2	3	2
7:15 AM	Cars	20	291	14	4	234	30	14	54	17	35	123	16
	2-Axle Truck	2	8	1	2	12	0	2	2	0	0	4	0
	3-Axle Truck	0	2	0	0	3	0	0	6	0	2	1	1
	4-Axle Truck	1	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	4	5	1	4	0	2	9	2	3	3	0
7:30 AM	Cars	18	277	22	9	194	29	20	74	8	34	146	30
	2-Axle Truck	2	13	0	2	12	1	7	6	1	1	5	1
	3-Axle Truck	2	2	0	0	0	0	1	1	0	2	1	1
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	4	2	1	6	2	1	3	0	1	10	2
7:45 AM	Cars	12	286	25	10	221	31	29	54	11	41	151	17
	2-Axle Truck	1	19	0	1	15	1	3	6	2	1	6	1
	3-Axle Truck	0	2	0	0	2	2	1	2	0	0	1	1
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	1	0
	5-Axle Truck +	0	6	1	2	4	1	1	10	2	2	6	3
8:00 AM	Cars	7	231	11	19	236	28	18	56	11	42	132	28
	2-Axle Truck	2	17	2	0	17	0	1	9	3	1	12	0
	3-Axle Truck	1	0	0	1	2	0	1	3	0	0	2	1
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	2	0
	5-Axle Truck +	0	3	1	4	3	2	1	7	1	0	11	1
8:15 AM	Cars	16	270	20	8	204	28	29	51	10	35	111	25
	2-Axle Truck	4	16	1	0	12	2	5	3	0	2	5	3
	3-Axle Truck	1	5	0	0	2	0	0	3	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	3	9	3	1	6	3	3	3	2	1	9	4
8:30 AM	Cars	5	195	13	6	233	25	13	42	7	35	108	22
	2-Axle Truck	1	22	2	3	13	1	4	10	3	2	6	5
	3-Axle Truck	0	1	1	0	0	1	0	4	1	0	4	4
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	8	0	2	2	2	0	5	0	2	6	1
8:45 AM	Cars	12	208	13	7	194	19	17	42	8	33	88	18
	2-Axle Truck	2	12	2	2	8	4	1	4	4	2	8	5
	3-Axle Truck	0	1	1	0	1	0	1	1	0	1	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	3	2	1	5	4	0	5	1	3	13	1
Total	Cars	104	2,011	130	73	1,718	231	156	439	74	294	993	170
	2-Axle Truck	15	119	9	10	98	9	23	42	15	10	49	17
	3-Axle Truck	4	13	2	1	11	3	5	23	3	6	18	10
	4-Axle Truck	2	2	0	0	1	0	0	2	1	1	5	0
	5-Axle Truck +	7	47	17	13	35	16	10	49	10	14	61	14
	Total	132	2192	158	97	1863	259	194	555	103	325	1126	211

Peak Hour Volumes	69	1166	84	56	966	127	102	303	59	165	619	103
Peak Hour Factor	0.937			0.918			0.943			0.940		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	5	239	17	28	261	8	44	123	17	23	43	15
	2-Axle Truck	1	7	4	3	13	1	5	5	1	2	11	0
	3-Axle Truck	0	1	4	0	1	1	1	3	0	0	3	0
	4-Axle Truck	0	1	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	1	2	3	4	2	1	8	3	3	5	1
4:15 PM	Cars	16	251	19	31	280	18	26	108	20	22	47	12
	2-Axle Truck	1	12	1	2	14	1	3	8	1	2	12	0
	3-Axle Truck	0	1	0	1	2	0	1	3	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	3	6	2	0	6	2	3	7	2	1	12	1
4:30 PM	Cars	13	240	15	22	241	15	39	131	16	33	57	20
	2-Axle Truck	1	9	1	5	12	1	2	4	4	3	6	0
	3-Axle Truck	0	1	0	0	2	0	0	1	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	1	1	0	0	1	1
	5-Axle Truck +	1	4	2	2	6	0	2	5	1	3	13	1
4:45 PM	Cars	5	218	27	28	316	19	38	118	13	39	92	18
	2-Axle Truck	0	7	1	0	14	1	1	2	3	0	9	1
	3-Axle Truck	0	2	0	0	3	0	0	1	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	5-Axle Truck +	0	8	1	0	2	2	1	9	1	0	7	2
5:00 PM	Cars	11	245	23	20	306	18	53	161	16	32	80	12
	2-Axle Truck	1	7	2	1	4	2	1	1	2	0	2	0
	3-Axle Truck	0	0	1	0	1	0	0	0	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	1	2	1	0	1	0
	5-Axle Truck +	3	3	2	0	3	1	0	4	3	2	5	2
5:15 PM	Cars	7	270	36	32	320	11	34	126	11	19	72	10
	2-Axle Truck	0	5	0	0	13	2	1	3	0	1	2	1
	3-Axle Truck	0	2	1	0	1	0	2	0	0	0	2	1
	4-Axle Truck	0	0	1	0	0	1	0	1	0	0	1	0
	5-Axle Truck +	0	3	1	2	4	1	0	3	2	3	5	0
5:30 PM	Cars	10	252	28	31	351	13	35	138	8	27	80	13
	2-Axle Truck	1	3	3	2	8	1	3	1	0	0	4	1
	3-Axle Truck	0	1	1	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	0
	5-Axle Truck +	1	7	2	0	0	2	0	2	0	1	8	1
5:45 PM	Cars	11	214	27	37	332	19	19	122	14	23	85	19
	2-Axle Truck	1	6	0	2	3	1	2	4	0	0	3	2
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	3	2	2	2	0	0	3	1	1	2	3
Total	Cars	78	1,929	192	229	2,407	121	288	1,027	115	218	556	119
	2-Axle Truck	6	56	12	15	81	10	18	28	11	8	49	5
	3-Axle Truck	0	8	7	2	11	2	4	8	0	0	12	1
	4-Axle Truck	0	2	1	0	1	1	3	7	1	0	4	1
	5-Axle Truck +	11	35	14	9	27	10	7	41	13	14	57	11
	Total	95	2030	226	255	2527	144	320	1111	140	240	678	137

Peak Hour Volumes	39	1033	130	116	1348	75	170	574	60	124	377	62
Peak Hour Factor	0.922			0.936			0.820			0.823		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_007

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Soto St			Soto St			Vernon Ave			Vernon Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7:00 AM	10	252	0	19	195	25	14	11	9	6	38	47	626
7:15 AM	15	241	1	16	243	26	13	33	11	2	34	55	690
7:30 AM	16	296	10	14	207	32	17	11	9	4	55	54	725
7:45 AM	17	246	4	17	215	27	15	23	10	1	45	67	687
8:00 AM	14	245	5	16	234	27	8	16	9	2	34	65	675
8:15 AM	15	193	1	23	241	25	11	18	11	1	33	60	632
8:30 AM	10	237	1	20	260	29	11	16	9	4	31	42	670
8:45 AM	17	182	1	20	217	16	12	26	14	1	27	34	567
TOTAL VOLUMES :	NL 114	NT 1892	NR 23	SL 145	ST 1812	SR 207	EL 101	ET 154	ER 82	WL 21	WT 297	WR 424	TOTAL 5272
APPROACH %'s :	5.62%	93.25%	1.13%	6.70%	83.73%	9.57%	29.97%	45.70%	24.33%	2.83%	40.03%	57.14%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	62	1028	20	63	899	112	53	83	39	9	168	241	2777
PEAK HR FACTOR :	0.852												0.958

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_007

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Soto St			Soto St			Vernon Ave			Vernon Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
4:00 PM	21	228	4	29	247	15	23	46	18	4	23	55	713
4:15 PM	14	169	10	36	289	18	20	37	27	5	24	41	690
4:30 PM	14	203	2	25	247	14	24	39	25	8	33	29	663
4:45 PM	8	215	2	36	337	15	18	34	23	6	35	33	762
5:00 PM	12	246	0	28	312	20	40	68	18	6	31	31	812
5:15 PM	20	219	7	43	333	2	20	34	18	6	13	32	747
5:30 PM	8	192	5	34	286	11	28	68	17	4	19	25	697
5:45 PM	5	168	2	45	305	8	17	32	20	0	14	24	640
TOTAL VOLUMES :	102	1640	32	276	2356	103	190	358	166	39	192	270	5724
APPROACH %'s :	5.75%	92.45%	1.80%	10.09%	86.14%	3.77%	26.61%	50.14%	23.25%	7.78%	38.32%	53.89%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	48	872	14	141	1256	48	106	204	75	22	98	121	3018
PEAK HR FACTOR :	0.905												0.929

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_008

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM

NS/EW Streets:		Soto St			Soto St			Leonis Blvd			Leonis Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
	7:00 AM	4	209	8	16	156	18	10	51	10	21	105	32	640
	7:15 AM	3	205	13	21	174	10	29	55	4	27	134	30	705
	7:30 AM	17	239	13	22	172	9	20	58	1	16	120	37	724
	7:45 AM	17	227	12	22	133	25	17	48	6	24	135	33	699
	8:00 AM	5	230	3	20	159	18	11	44	1	11	50	12	564
	8:15 AM	9	167	5	31	195	30	10	39	4	28	102	29	649
	8:30 AM	6	196	6	23	175	19	19	47	2	29	97	33	652
	8:45 AM	6	152	6	23	183	29	5	30	2	25	106	25	592
TOTAL VOLUMES :		NL 67	NT 1625	NR 66	SL 178	ST 1347	SR 158	EL 121	ET 372	ER 30	WL 181	WT 849	WR 231	TOTAL 5225
APPROACH %'s :		3.81%	92.43%	3.75%	10.58%	80.04%	9.39%	23.14%	71.13%	5.74%	14.35%	67.33%	18.32%	

PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	41	380	46	81	635	62	26	212	21	38	484	132	2768
PEAK HR FACTOR :	0.899			0.949			0.878			0.933			0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_008

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM

NS/EW Streets:		Soto St			Soto St			Leonis Blvd			Leonis Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
	4:00 PM	10	158	12	28	242	12	18	99	12	21	90	22	724
	4:15 PM	6	137	12	32	245	8	16	66	6	24	50	15	617
	4:30 PM	6	182	29	31	245	16	15	109	8	18	59	24	742
	4:45 PM	2	153	17	29	289	10	14	79	9	15	64	18	699
	5:00 PM	5	174	22	31	266	16	34	115	11	16	79	34	803
	5:15 PM	6	165	25	33	269	17	21	81	15	13	79	22	746
	5:30 PM	3	142	21	33	254	14	17	114	8	8	62	29	705
	5:45 PM	3	129	25	31	282	12	9	72	3	13	52	12	643
TOTAL VOLUMES :		NL 41	NT 1240	NR 163	SL 248	ST 2092	SR 105	EL 144	ET 735	ER 72	WL 128	WT 535	WR 176	TOTAL 5679
APPROACH %'s :		2.84%	85.87%	11.29%	10.14%	85.56%	4.29%	15.14%	77.29%	7.57%	15.26%	63.77%	20.98%	
PEAK HR START TIME :		4:30 PM												TOTAL
PEAK HR VOL :		10	674	92	124	1069	59	84	384	43	62	281	98	2990
PEAK HR FACTOR :		0.905			0.954			0.790			0.855			0.931

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_009

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM													
NS/EW Streets:	Soto St			Soto St			Fruitland Ave			Fruitland Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
7:00 AM	20	171	6	11	122	28	30	34	10	4	67	22	525
7:15 AM	24	186	8	9	156	47	22	29	10	6	51	17	565
7:30 AM	26	238	4	9	132	41	20	43	2	5	70	24	614
7:45 AM	23	185	10	12	101	41	26	32	5	6	55	16	512
8:00 AM	16	189	3	14	120	55	17	36	6	11	59	17	543
8:15 AM	26	140	4	17	126	69	18	36	5	12	65	11	529
8:30 AM	15	187	1	20	129	75	18	30	22	4	44	21	566
8:45 AM	21	131	3	14	125	63	16	33	11	7	52	11	487
TOTAL VOLUMES :	171	1427	39	106	1011	419	167	273	71	55	463	139	4341
APPROACH %'s :	10.45%	87.17%	2.38%	6.90%	65.82%	27.28%	32.68%	53.42%	13.89%	8.37%	70.47%	21.16%	
PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	89	726	25	44	509	184	85	140	23	28	235	24	2234
PEAK HR FACTOR :	0.851			0.869			0.554			0.851			0.910

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_009

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Soto St			Soto St			Fruitland Ave			Fruitland Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
4:00 PM	14	124	1	17	239	30	32	60	14	11	55	14	611
4:15 PM	7	125	2	22	226	19	26	54	6	5	44	11	547
4:30 PM	13	141	8	22	207	21	50	96	18	8	55	9	648
4:45 PM	7	120	8	21	258	27	37	73	8	4	40	13	616
5:00 PM	16	148	12	19	248	21	47	109	14	11	42	18	705
5:15 PM	15	135	8	24	249	24	35	57	9	2	32	12	602
5:30 PM	3	116	10	30	229	24	41	81	10	5	30	6	585
5:45 PM	5	105	6	20	223	22	41	59	12	4	34	10	541
TOTAL VOLUMES :	80	1014	55	175	1879	188	309	589	91	50	332	93	4855
APPROACH %'s :	6.96%	88.25%	4.79%	7.81%	83.81%	8.39%	31.24%	59.56%	9.20%	10.53%	69.89%	19.58%	
PEAK HR START TIME :	4:30 PM												TOTAL
PEAK HR VOL :	51	544	36	86	962	93	162	335	40	25	169	52	2571
PEAK HR FACTOR :	0.836												0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_010

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM

NS/EW Streets:	Boyle Ave			Boyle Ave			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
7:00 AM	50	197	35	5	60	4	5	145	26	47	216	15	805
7:15 AM	68	239	51	4	58	5	13	172	24	35	224	11	904
7:30 AM	66	239	61	8	43	5	15	182	38	47	217	11	932
7:45 AM	86	218	71	4	31	6	17	183	38	45	207	11	917
8:00 AM	60	213	52	3	30	6	14	151	29	54	211	12	835
8:15 AM	61	212	52	4	32	2	20	137	23	40	195	6	784
8:30 AM	49	130	49	3	24	3	12	140	19	39	171	13	652
8:45 AM	34	89	36	6	32	4	20	169	16	38	210	9	663

TOTAL VOLUMES :	NL 474	NT 1537	NR 407	SL 37	ST 310	SR 35	EL 116	ET 1279	ER 213	WL 345	WT 1651	WR 88	TOTAL 6492
APPROACH %'s :	19.60%	63.56%	16.83%	9.69%	81.15%	9.16%	7.21%	79.54%	13.25%	16.55%	79.22%	4.22%	

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	280	909	235	19	162	22	59	688	129	181	853	45	3588
PEAK HR FACTOR :	0.949			0.757			0.920			0.979			0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_010

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM

NS/EW Streets:	Boyle Ave			Boyle Ave			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
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
4:00 PM	28	63	25	16	167	16	9	228	43	68	207	4	874
4:15 PM	32	44	36	13	141	6	7	225	55	59	185	7	810
4:30 PM	31	62	41	18	164	16	9	233	43	56	199	6	878
4:45 PM	35	55	31	8	182	8	8	209	64	48	210	6	864
5:00 PM	39	54	27	10	196	5	8	214	46	76	227	3	905
5:15 PM	27	53	23	19	229	13	5	204	66	68	219	8	934
5:30 PM	45	55	39	16	217	9	8	191	51	63	170	6	870
5:45 PM	25	50	31	8	171	6	5	223	68	65	168	9	829
TOTAL VOLUMES :	262	436	253	108	1467	79	59	1727	436	503	1585	49	6964
APPROACH %'s :	27.55%	45.85%	26.60%	6.53%	88.69%	4.78%	2.66%	77.72%	19.62%	23.54%	74.17%	2.29%	

PEAK HR START TIME :	4:30 PM												TOTAL
PEAK HR VOL :	132	224	122	55	771	42	30	850	219	245	855	23	3581
PEAK HR FACTOR :	0.892			0.831			0.973			0.920			0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_011

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM

NS/EW Streets:	Downey Rd			Downey Rd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR .5	SL 1	ST 1.5	SR .5	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
7:00 AM	56	212	7	10	127	36	20	24	33	12	128	14	679
7:15 AM	57	231	7	8	130	69	38	20	25	20	146	15	766
7:30 AM	63	236	8	7	153	64	32	26	30	18	158	23	818
7:45 AM	34	231	7	9	199	39	32	37	49	21	133	31	822
8:00 AM	45	262	14	11	174	36	29	25	29	20	94	18	757
8:15 AM	47	192	9	12	162	50	30	32	28	16	112	21	711
8:30 AM	51	171	9	6	129	40	31	35	29	10	114	22	647
8:45 AM	52	141	6	8	164	46	32	27	29	24	115	27	671
TOTAL VOLUMES :	NL 405	NT 1676	NR 67	SL 71	ST 1238	SR 380	EL 244	ET 226	ER 252	WL 141	WT 1000	WR 171	TOTAL 5871
APPROACH %'s :	18.85%	78.03%	3.12%	4.20%	73.30%	22.50%	33.80%	31.30%	34.90%	10.75%	76.22%	13.03%	

PEAK HR START TIME :	7:15 AM												TOTAL
PEAK HR VOL :	199	960	36	35	656	208	131	108	133	79	531	87	3163
PEAK HR FACTOR :		0.931			0.910			0.788			0.875		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_011

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM

NS/EW Streets:	Downey Rd			Downey Rd			Washington Blvd			Washington Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1.5	NR .5	SL 1	ST 1.5	SR .5	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL
4:00 PM	42	204	18	17	205	49	48	143	62	21	56	12	877
4:15 PM	27	177	5	25	176	44	55	160	58	16	49	17	809
4:30 PM	28	199	23	21	205	67	57	154	58	10	43	5	870
4:45 PM	40	225	16	14	173	29	44	134	59	14	49	13	810
5:00 PM	35	270	16	29	226	58	48	151	73	8	57	5	976
5:15 PM	29	195	18	32	267	51	36	159	69	7	58	5	926
5:30 PM	33	171	17	23	259	51	42	199	84	4	42	8	933
5:45 PM	35	202	22	25	212	28	46	179	64	10	83	12	918
TOTAL VOLUMES :	NL 269	NT 1643	NR 135	SL 186	ST 1723	SR 377	EL 376	ET 1279	ER 527	WL 90	WT 437	WR 77	TOTAL 7119
APPROACH %'s :	13.14%	80.26%	6.60%	8.14%	75.37%	16.49%	17.23%	58.62%	24.15%	14.90%	72.35%	12.75%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	132	838	71	109	964	188	172	688	290	29	240	30	3753
PEAK HR FACTOR :		0.812			0.901			0.885			0.712		0.961

CONTROL : Signalized

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Downey Road

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	13	193	16	10	116	27	11	46	8	42	150	19
	2-Axle Truck	0	9	1	2	2	0	0	0	1	4	5	2
	3-Axle Truck	0	2	1	1	1	3	1	2	1	1	3	0
	4-Axle Truck	0	0	0	0	0	0	1	1	0	0	0	0
	5-Axle Truck +	0	1	5	1	5	0	0	11	0	4	9	2
7:15 AM	Cars	6	209	14	6	119	38	9	40	5	37	153	22
	2-Axle Truck	1	11	5	1	5	2	1	4	2	3	3	4
	3-Axle Truck	0	1	2	0	0	2	0	4	2	1	1	0
	4-Axle Truck	0	0	0	1	0	2	0	0	0	1	0	0
	5-Axle Truck +	1	1	7	0	3	2	1	10	1	2	4	1
7:30 AM	Cars	11	210	28	12	112	40	15	49	13	31	149	39
	2-Axle Truck	0	10	2	1	11	0	0	4	4	4	5	2
	3-Axle Truck	0	1	0	1	2	0	3	2	0	0	1	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	3	5	0	3	2	0	10	0	7	12	0
7:45 AM	Cars	14	195	20	18	98	48	5	49	5	23	199	34
	2-Axle Truck	0	18	1	1	3	1	1	7	0	5	11	2
	3-Axle Truck	0	0	3	0	1	0	1	2	1	1	0	3
	4-Axle Truck	0	0	0	1	0	2	0	1	0	0	0	0
	5-Axle Truck +	4	3	4	1	4	2	0	10	3	2	12	0
8:00 AM	Cars	8	167	13	4	114	27	8	50	4	46	172	24
	2-Axle Truck	2	12	0	4	4	3	2	6	3	2	5	6
	3-Axle Truck	0	1	0	0	0	0	1	1	0	1	1	1
	4-Axle Truck	0	1	0	0	0	0	2	1	0	0	2	0
	5-Axle Truck +	1	3	5	0	2	2	1	8	2	1	10	1
8:15 AM	Cars	14	167	10	11	122	33	5	26	7	30	135	34
	2-Axle Truck	0	14	2	2	1	3	1	3	2	3	5	5
	3-Axle Truck	0	1	0	2	1	0	0	2	0	0	2	0
	4-Axle Truck	0	1	0	3	1	1	0	1	0	0	0	0
	5-Axle Truck +	1	3	3	2	6	1	3	4	1	3	12	3
8:30 AM	Cars	14	152	8	11	101	32	7	43	9	41	140	42
	2-Axle Truck	5	13	2	2	8	1	0	9	2	3	5	2
	3-Axle Truck	1	1	1	0	2	0	0	4	0	3	3	3
	4-Axle Truck	0	0	1	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	1	4	2	0	4	1	0	7	4	4	10	1
8:45 AM	Cars	8	132	5	13	102	24	7	31	13	36	125	34
	2-Axle Truck	2	17	2	2	10	3	2	10	2	3	11	3
	3-Axle Truck	0	3	1	0	1	0	0	2	1	1	1	0
	4-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	4	2	6	0	6	3	2	13	3	3	13	1
Total	Cars	88	1,425	114	85	884	269	67	334	64	286	1,223	248
	2-Axle Truck	10	104	15	15	44	13	7	43	16	27	50	26
	3-Axle Truck	1	10	8	4	8	5	6	19	5	8	12	9
	4-Axle Truck	0	2	1	5	1	6	4	4	0	1	2	0
	5-Axle Truck +	14	20	37	4	33	13	7	73	14	26	82	9
	Total	113	1561	175	113	970	306	91	473	99	348	1369	292

Peak Hour Volumes	50	846	109	51	481	173	50	258	45	167	740	141
Peak Hour Factor	0.924			0.958			0.883			0.897		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Downey Road

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	10	204	37	32	175	15	38	124	20	30	54	21
	2-Axle Truck	2	8	3	5	13	2	5	8	1	6	10	0
	3-Axle Truck	0	1	0	1	2	0	2	3	0	1	4	1
	4-Axle Truck	0	0	0	0	0	0	0	0	3	0	0	0
	5-Axle Truck +	0	4	1	1	4	1	2	10	1	0	9	1
4:15 PM	Cars	3	171	50	43	223	13	29	116	20	19	47	20
	2-Axle Truck	0	9	6	3	12	1	3	9	4	3	11	2
	3-Axle Truck	0	0	0	0	0	0	1	3	1	0	2	1
	4-Axle Truck	0	2	0	0	0	1	0	1	2	0	0	0
	5-Axle Truck +	3	7	4	2	2	2	0	10	1	1	10	0
4:30 PM	Cars	10	206	61	30	189	23	19	142	24	31	48	21
	2-Axle Truck	3	5	2	3	14	5	3	6	4	0	6	2
	3-Axle Truck	0	2	0	0	2	1	0	2	0	0	1	1
	4-Axle Truck	1	0	0	0	0	1	0	0	0	0	3	0
	5-Axle Truck +	1	1	0	1	1	0	0	6	1	3	15	1
4:45 PM	Cars	5	187	40	43	234	21	26	131	17	20	85	16
	2-Axle Truck	0	4	4	5	5	1	1	5	1	2	6	1
	3-Axle Truck	0	0	0	1	1	2	0	0	0	0	3	0
	4-Axle Truck	0	0	0	0	0	1	0	2	0	0	0	0
	5-Axle Truck +	1	3	2	0	4	2	1	9	3	2	5	0
5:00 PM	Cars	7	208	48	50	245	17	31	136	42	29	64	25
	2-Axle Truck	0	4	2	4	4	0	1	4	1	1	3	1
	3-Axle Truck	0	1	0	4	0	0	1	0	0	1	2	1
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	2	3	3	0	3	0	1	6	0	3	8	0
5:15 PM	Cars	8	212	50	38	250	19	39	154	50	38	61	18
	2-Axle Truck	1	5	3	2	3	0	2	3	2	0	3	0
	3-Axle Truck	0	1	2	1	2	3	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	2	1	1	0	1	1	2	7	1	0	7	0
5:30 PM	Cars	13	177	46	51	251	19	40	143	39	50	51	19
	2-Axle Truck	2	5	2	1	7	1	0	4	0	2	1	1
	3-Axle Truck	0	0	1	1	0	0	0	0	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	2	2	1	2	2	0	2	0	0	6	1
5:45 PM	Cars	14	223	44	46	251	19	33	141	70	32	74	16
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	5-Axle Truck +	0	1	0	0	3	0	0	8	0	0	6	0
Total	Cars	70	1,588	376	333	1,818	146	255	1,087	282	249	484	156
	2-Axle Truck	8	40	22	23	58	10	15	39	13	14	40	7
	3-Axle Truck	0	5	3	8	7	6	4	8	1	2	15	4
	4-Axle Truck	1	2	0	0	0	3	0	6	5	0	5	0
	5-Axle Truck +	10	22	13	5	20	8	6	58	7	9	66	3
	Total	89	1657	414	369	1903	173	280	1198	308	274	610	170

Peak Hour Volumes	50	843	204	199	1022	81	150	611	205	156	291	82
Peak Hour Factor	0.959			0.969			0.925			0.958		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_012

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM

NS/EW Streets:	Downey Rd			Downey Rd			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT .5	NR .5	SL 1	ST .5	SR .5	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
7:00 AM	0	3	3	47	6	39	12	148	0	1	240	109	608
7:15 AM	2	5	2	35	9	25	24	165	4	0	280	126	677
7:30 AM	2	3	3	35	13	27	26	195	4	0	300	118	726
7:45 AM	0	7	1	25	10	21	25	183	8	0	279	109	668
8:00 AM	4	5	2	36	10	20	26	160	4	0	275	102	644
8:15 AM	0	2	4	31	6	28	27	150	4	0	211	83	546
8:30 AM	0	4	2	39	10	24	20	132	2	0	248	87	568
8:45 AM	1	6	1	33	8	34	33	162	4	0	257	70	609
TOTAL VOLUMES :	NL 9	NT 35	NR 18	SL 281	ST 72	SR 218	EL 193	ET 1295	ER 30	WL 1	WT 2090	WR 804	TOTAL 5046
APPROACH %'s :	14.52%	56.45%	29.03%	49.21%	12.61%	38.18%	12.71%	85.31%	1.98%	0.03%	72.19%	27.77%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	S	20	2	131	42	93	101	703	20	0	1134	453	2715
PEAK HR FACTOR :		0.818			0.887			0.915			0.950		0.935

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_012

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Downey Rd			Downey Rd			Slauson Ave			Slauson Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT .5	NR .5	SL 1	ST .5	SR .5	EL 1	ET 2	ER 0	WL 0	WT 2	WR 0	TOTAL
4:00 PM	7	15	21	100	5	46	29	267	3	0	191	33	717
4:15 PM	2	9	11	103	4	44	34	241	1	0	173	41	663
4:30 PM	4	8	10	89	3	32	32	311	1	0	189	43	722
4:45 PM	3	8	8	98	4	44	29	256	1	0	214	28	693
5:00 PM	8	8	16	112	6	47	18	263	2	0	211	43	734
5:15 PM	3	5	11	99	12	35	33	238	0	0	215	39	690
5:30 PM	5	7	8	118	1	41	33	271	1	1	196	33	715
5:45 PM	3	7	3	126	2	40	23	243	1	1	174	35	658
TOTAL VOLUMES :	35	67	88	845	37	329	231	2090	10	2	1563	295	5592
APPROACH %'s :	18.42%	35.26%	46.32%	69.78%	3.06%	27.17%	9.91%	89.66%	0.43%	0.11%	84.03%	15.86%	
PEAK HR START TIME :	4:30 PM												
PEAK HR VOL :	18	29	45	398	25	158	112	1068	4	0	829	153	2839
PEAK HR FACTOR :	0.719												

CONTROL : Signalized

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Atlantic Boulevard

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	34	178	234	2	151	135	26	85	23	29	47	36
	2-Axle Truck	0	6	6	0	7	5	0	5	4	6	0	6
	3-Axle Truck	1	1	4	0	6	4	4	0	0	4	1	4
	4-Axle Truck	0	0	1	1	0	0	1	1	0	1	0	2
	5-Axle Truck +	1	5	13	1	4	4	19	6	9	15	4	13
7:15 AM	Cars	15	169	246	4	132	180	45	127	25	32	53	29
	2-Axle Truck	2	6	7	2	11	4	2	5	4	0	5	7
	3-Axle Truck	0	2	7	0	1	5	1	5	2	2	0	3
	4-Axle Truck	0	0	2	0	0	0	1	0	0	0	0	1
	5-Axle Truck +	0	6	7	0	4	6	10	8	9	11	2	9
7:30 AM	Cars	21	145	276	1	148	184	21	99	22	28	53	21
	2-Axle Truck	1	6	12	1	9	5	3	5	2	6	5	0
	3-Axle Truck	0	1	10	0	1	2	1	3	2	4	3	2
	4-Axle Truck	0	0	2	0	0	0	0	0	0	2	0	1
	5-Axle Truck +	0	8	15	0	6	9	10	10	8	15	3	7
7:45 AM	Cars	18	119	282	7	117	147	23	143	7	25	49	15
	2-Axle Truck	0	5	7	0	10	7	3	6	7	5	5	2
	3-Axle Truck	0	3	8	0	6	5	1	2	2	5	2	1
	4-Axle Truck	0	0	1	3	2	0	0	0	1	1	0	1
	5-Axle Truck +	0	1	9	0	7	15	7	9	12	9	4	10
8:00 AM	Cars	14	101	217	8	160	193	20	81	14	34	57	25
	2-Axle Truck	2	5	11	0	14	8	5	8	3	2	4	5
	3-Axle Truck	0	2	12	0	4	3	0	1	1	3	1	3
	4-Axle Truck	0	0	4	1	1	0	0	1	1	1	0	0
	5-Axle Truck +	0	8	15	0	9	7	13	12	7	12	4	9
8:15 AM	Cars	13	121	226	7	138	164	26	104	28	16	61	29
	2-Axle Truck	0	2	11	0	8	10	10	6	0	8	2	3
	3-Axle Truck	0	0	17	0	8	8	0	3	0	4	4	1
	4-Axle Truck	0	0	2	0	0	0	0	1	0	2	0	1
	5-Axle Truck +	1	3	22	0	11	7	9	6	8	15	3	9
8:30 AM	Cars	20	114	210	4	154	142	20	57	21	18	73	28
	2-Axle Truck	1	5	10	0	8	6	4	13	3	3	2	1
	3-Axle Truck	0	1	12	1	2	7	1	3	1	5	0	3
	4-Axle Truck	0	1	1	0	0	0	1	0	0	2	3	0
	5-Axle Truck +	0	8	22	1	5	8	15	7	6	10	3	7
8:45 AM	Cars	22	96	157	4	121	124	19	91	15	30	52	32
	2-Axle Truck	1	4	12	1	12	9	4	10	3	7	5	4
	3-Axle Truck	0	1	7	0	1	6	1	5	0	2	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	1	0	1
	5-Axle Truck +	0	6	20	0	6	13	12	12	10	14	1	4
Total	Cars	157	1,043	1,848	37	1,121	1,269	200	787	155	212	445	215
	2-Axle Truck	7	39	76	4	79	54	31	58	26	37	28	28
	3-Axle Truck	1	11	77	1	29	40	9	22	8	29	12	17
	4-Axle Truck	0	1	13	5	3	0	3	4	2	10	3	7
	5-Axle Truck +	2	45	123	2	52	69	95	70	69	101	24	68
	Total	167	1139	2137	49	1284	1432	338	941	260	389	512	335

Peak Hour Volumes	93	661	1149	22	622	717	178	519	139	200	236	170
Peak Hour Factor	0.957			0.930			0.857			0.902		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Atlantic Boulevard

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	7	186	167	6	220	30	85	130	58	74	44	122
	2-Axle Truck	0	4	11	0	16	4	2	14	2	1	3	0
	3-Axle Truck	0	1	3	0	1	7	1	0	0	6	3	1
	4-Axle Truck	0	0	0	1	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	3	34	0	5	12	2	11	10	10	1	4
4:15 PM	Cars	8	162	174	4	172	32	75	141	76	49	26	87
	2-Axle Truck	0	2	15	0	11	9	5	10	3	2	2	1
	3-Axle Truck	2	1	1	1	4	8	2	0	0	3	0	2
	4-Axle Truck	0	0	3	0	0	1	0	0	2	1	0	1
	5-Axle Truck +	2	3	30	0	7	11	8	9	19	6	2	9
4:30 PM	Cars	13	173	157	4	226	50	124	124	76	51	32	125
	2-Axle Truck	0	4	7	3	12	5	2	15	1	4	5	4
	3-Axle Truck	0	0	1	0	1	5	3	0	4	3	0	1
	4-Axle Truck	0	0	1	0	0	2	1	0	3	0	1	0
	5-Axle Truck +	0	3	26	0	2	10	9	6	9	10	2	4
4:45 PM	Cars	15	184	195	10	222	38	72	124	69	74	30	118
	2-Axle Truck	0	3	9	0	8	4	5	8	2	3	0	0
	3-Axle Truck	0	0	4	2	2	4	0	1	1	1	1	3
	4-Axle Truck	1	0	1	0	0	1	0	0	2	0	0	0
	5-Axle Truck +	1	4	26	0	9	5	3	7	5	6	1	3
5:00 PM	Cars	10	193	167	3	249	46	96	114	111	67	38	110
	2-Axle Truck	0	6	3	0	13	4	2	10	2	6	1	2
	3-Axle Truck	0	0	5	0	2	6	0	0	1	1	2	0
	4-Axle Truck	0	0	1	0	1	1	0	0	2	0	1	0
	5-Axle Truck +	0	5	26	1	7	3	6	8	15	3	2	6
5:15 PM	Cars	13	128	144	11	256	57	117	152	93	40	32	90
	2-Axle Truck	0	2	3	0	7	4	3	6	1	2	2	2
	3-Axle Truck	0	0	1	0	5	7	1	0	1	4	1	0
	4-Axle Truck	0	0	2	0	0	4	0	0	0	0	0	0
	5-Axle Truck +	0	5	19	0	3	4	5	7	6	4	1	8
5:30 PM	Cars	14	164	161	3	270	71	123	135	109	51	34	80
	2-Axle Truck	0	8	24	0	3	3	2	4	2	2	3	4
	3-Axle Truck	2	0	3	0	0	12	2	0	1	1	0	0
	4-Axle Truck	0	0	2	0	0	3	1	0	0	0	1	0
	5-Axle Truck +	0	0	0	1	2	7	0	0	8	0	0	0
5:45 PM	Cars	12	132	180	6	214	44	74	131	80	42	40	73
	2-Axle Truck	0	1	20	0	3	2	1	5	3	5	2	4
	3-Axle Truck	1	0	6	0	1	0	0	1	1	1	0	2
	4-Axle Truck	0	0	0	0	0	5	0	0	0	0	4	0
	5-Axle Truck +	0	0	0	0	5	4	0	0	6	0	0	0
Total	Cars	92	1,322	1,345	47	1,829	368	766	1,051	672	448	276	805
	2-Axle Truck	0	30	92	3	73	35	22	72	16	25	18	17
	3-Axle Truck	5	2	24	3	16	49	9	2	9	20	7	9
	4-Axle Truck	1	0	10	1	2	17	2	0	10	1	7	1
	5-Axle Truck +	3	23	161	2	40	56	33	48	78	39	9	34
	Total	101	1377	1632	56	1960	525	832	1173	785	533	317	866

Peak Hour Volumes	53	710	798	34	1025	260	449	582	404	279	152	476
Peak Hour Factor	0.881			0.921			0.915			0.937		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_013

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

AM

NS/EW Streets:		Atlantic Blvd			Atlantic Blvd			District Blvd			District Blvd			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 2	ET 1	ER 1	WL .5	WT 1	WR .5	TOTAL
7:00 AM		68	273	2	27	160	222	113	9	6	0	60	26	966
7:15 AM		74	280	1	33	149	214	116	12	8	0	63	25	975
7:30 AM		70	292	0	39	144	213	159	16	9	1	57	21	1021
7:45 AM		67	287	1	23	217	285	122	25	9	2	69	22	1129
8:00 AM		48	241	0	29	172	266	108	12	18	0	54	14	962
8:15 AM		50	206	1	18	151	274	112	15	10	0	34	24	895
8:30 AM		35	273	0	25	159	245	86	10	11	2	40	13	899
8:45 AM		38	185	3	12	193	246	107	17	10	1	24	7	843
TOTAL VOLUMES :		NL 450	NT 2037	NR 8	SL 206	ST 1345	SR 1965	EL 923	ET 116	ER 81	WL 6	WT 401	WR 152	TOTAL 7690
APPROACH %'s :		18.04%	81.64%	0.32%	5.86%	38.25%	55.89%	82.41%	10.36%	7.23%	1.07%	71.74%	27.19%	

PEAK HR START TIME :	7:00 AM												TOTAL
PEAK HR VOL :	279	1132	4	122	670	934	510	62	32	3	249	94	4091
PEAK HR FACTOR :	0.977			0.822			0.821			0.930			0.906

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5403_013

Day: TUESDAY

City: City of Vernon

Date: 10/16/2012

PM													
NS/EW Streets:	Atlantic Blvd			Atlantic Blvd			District Blvd			District Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 1	EL 2	ET 1	ER 1	WL .5	WT 1	WR .5	TOTAL
4:00 PM	18	211	0	17	278	107	207	41	53	0	12	32	976
4:15 PM	17	180	1	18	296	79	195	41	48	2	17	20	914
4:30 PM	13	157	2	20	266	92	267	64	51	0	14	18	964
4:45 PM	21	188	0	19	274	84	243	60	51	1	11	15	967
5:00 PM	14	171	1	24	316	81	257	69	56	1	11	29	1030
5:15 PM	23	201	1	21	302	94	258	66	60	2	13	28	1069
5:30 PM	17	173	2	20	240	87	190	60	82	0	17	20	908
5:45 PM	20	165	1	28	306	80	233	48	64	1	13	29	988
TOTAL VOLUMES :	143	1446	8	167	2278	704	1850	449	465	7	108	191	7816
APPROACH %'s :	8.95%	90.54%	0.50%	5.30%	72.34%	22.36%	66.93%	16.24%	16.82%	2.29%	35.29%	62.42%	
PEAK HR START TIME :	4:30 PM												TOTAL
PEAK HR VOL :	71	717	4	84	1158	351	1025	259	218	4	49	90	4030
PEAK HR FACTOR :	0.880												0.342

CONTROL : Signalized

APPENDIX C

Truck Percentage Calculations

Truck Percentage Calculations

Intersection	Car		Truck	
	Morning	Evening	Morning	Evening
Soto Street (NS) at 26th Street (EW) - #7	4,718	5,827	1,361	1,303
Soto Street (NS) at Bandini Boulevard (EW) - #8	5,584	6,465	1,642	1,486
Downey Road (NS) at Bandini Boulevard (EW) - #14	4,469	6,128	1,484	1,409
Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16	6,533	8,110	2,490	2,299
Total Cars - AM	21,304			
Total Cars - PM	26,530			
Total Cars	47,834			
Total Trucks - AM	6,977			
Total Trucks - PM	6,497			
Total Trucks	13,474			
Percent Cars - AM	75.3%			
Percent Trucks - AM	24.7%			
Percent Cars - PM	80.3%			
Percent Trucks - PM	19.7%			
Percent Cars	78.0%			
Percent Trucks	22.0%			

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: 26th Street

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	19	258	3	20	258	12	5	10	8	3	29	27
	2-Axle Truck	2	13	0	1	9	0	0	1	0	0	5	2
	3-Axle Truck	1	15	1	2	6	1	1	2	1	0	3	2
	4-Axle Truck	1	2	0	1	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	3	0	0	1	0	0	0	0	0	0	1
7:15 AM	Cars	20	288	3	18	231	17	9	12	9	6	43	14
	2-Axle Truck	1	10	1	0	9	0	0	1	2	2	3	1
	3-Axle Truck	1	4	0	0	6	4	0	0	0	0	2	2
	4-Axle Truck	0	1	1	0	0	0	0	0	0	0	0	1
	5-Axle Truck +	3	0	0	0	2	0	0	0	0	0	4	1
7:30 AM	Cars	25	297	8	27	250	28	6	18	8	7	49	12
	2-Axle Truck	4	17	2	1	12	1	0	6	0	3	1	2
	3-Axle Truck	1	6	1	1	6	0	2	3	0	1	4	4
	4-Axle Truck	0	2	0	0	1	0	0	0	0	0	0	0
	5-Axle Truck +	1	2	0	1	1	0	1	1	0	0	3	1
7:45 AM	Cars	34	269	19	31	252	18	5	14	3	3	56	24
	2-Axle Truck	2	18	3	0	13	1	4	4	4	0	7	5
	3-Axle Truck	1	8	0	1	6	1	0	5	0	1	4	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	3	0	1	2	0	0	3	0	0	2	1
8:00 AM	Cars	24	256	8	23	259	28	10	17	11	7	42	17
	2-Axle Truck	1	15	2	1	13	1	2	0	3	1	12	3
	3-Axle Truck	0	6	0	0	6	0	3	3	0	0	1	1
	4-Axle Truck	0	0	0	1	1	0	0	0	0	0	0	1
	5-Axle Truck +	0	1	1	0	4	1	0	0	0	1	1	0
8:15 AM	Cars	21	271	8	26	221	22	5	13	13	3	48	18
	2-Axle Truck	2	17	3	1	14	2	1	1	0	0	8	4
	3-Axle Truck	2	13	0	1	7	1	0	2	1	0	2	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	2	1	1	1	0	0	2	0	0	0	0
8:30 AM	Cars	17	207	4	22	253	32	5	17	9	4	45	15
	2-Axle Truck	5	26	1	1	17	0	1	4	1	1	6	3
	3-Axle Truck	0	10	2	0	8	1	0	1	0	0	2	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	3	0	1	2	0	0	2	0	1	1	2
8:45 AM	Cars	12	226	3	12	233	28	7	9	2	6	41	13
	2-Axle Truck	0	16	1	3	9	1	2	5	4	2	10	2
	3-Axle Truck	0	4	0	1	9	2	2	3	1	0	4	1
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	2	0	1	3	0	0	2	0	0	3	0
Total	Cars	172	2,072	56	179	1,957	185	52	110	63	39	353	140
	2-Axle Truck	17	132	13	8	96	6	10	22	14	9	52	22
	3-Axle Truck	6	66	4	6	54	10	8	19	3	2	22	14
	4-Axle Truck	1	5	1	2	2	0	0	0	0	0	1	2
	5-Axle Truck +	9	16	2	5	16	1	1	10	0	2	14	6
Total		205	2291	76	200	2125	202	71	161	80	52	442	184

Peak Hour Volumes	121	1203	56	117	1069	104	39	92	43	27	240	96
Peak Hour Factor	0.943			0.954			0.888			0.864		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: 26th Street

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	11	250	12	32	249	11	24	46	11	8	26	22
	2-Axle Truck	1	7	2	3	11	3	1	4	1	4	2	1
	3-Axle Truck	0	1	1	2	3	2	0	1	0	0	1	0
	4-Axle Truck	0	0	0	0	2	0	0	1	0	1	0	0
	5-Axle Truck +	0	4	0	2	8	0	0	0	1	0	0	1
4:15 PM	Cars	8	274	8	32	247	12	17	47	14	6	22	13
	2-Axle Truck	1	13	1	7	14	3	2	6	1	0	4	2
	3-Axle Truck	0	1	0	1	2	0	0	3	0	1	4	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	1	7	1	0	5	1	0	4	1	0	2	3
4:30 PM	Cars	12	292	7	39	279	7	13	56	10	24	23	38
	2-Axle Truck	3	5	0	3	14	5	1	5	1	2	2	2
	3-Axle Truck	0	3	1	1	1	0	1	6	0	0	0	0
	4-Axle Truck	0	2	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	5	0	2	9	0	0	0	0	0	3	1
4:45 PM	Cars	8	249	10	57	306	5	7	65	14	12	18	40
	2-Axle Truck	1	7	2	6	12	1	1	5	0	2	1	1
	3-Axle Truck	0	2	1	3	3	0	0	0	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	0	1	0	0	3	1
	5-Axle Truck +	1	10	0	1	3	0	1	3	0	0	2	2
5:00 PM	Cars	10	304	11	42	333	9	28	73	13	9	20	37
	2-Axle Truck	1	7	1	4	7	1	0	7	1	0	4	2
	3-Axle Truck	0	0	0	2	1	0	0	2	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	1	0
	5-Axle Truck +	0	5	0	1	4	1	0	1	0	0	2	1
5:15 PM	Cars	15	292	7	44	310	9	20	92	16	10	32	32
	2-Axle Truck	3	8	1	2	9	0	1	5	1	2	0	0
	3-Axle Truck	2	3	0	0	2	0	0	1	0	0	1	0
	4-Axle Truck	0	0	1	0	0	0	0	0	0	0	1	0
	5-Axle Truck +	0	3	0	4	6	2	0	1	0	1	4	1
5:30 PM	Cars	14	296	10	51	357	12	29	95	21	7	15	37
	2-Axle Truck	1	4	1	9	12	3	1	4	0	0	3	0
	3-Axle Truck	1	0	0	2	0	2	0	1	1	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	2	0	0	1	0
	5-Axle Truck +	1	8	0	1	2	0	1	3	0	0	0	1
5:45 PM	Cars	9	236	12	53	348	6	17	91	12	7	19	37
	2-Axle Truck	2	7	2	4	8	3	0	5	0	0	0	1
	3-Axle Truck	0	0	0	2	2	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	1	0	1	0	1	0	0	2	0
	5-Axle Truck +	0	5	0	3	5	2	0	0	0	0	6	0
Total	Cars	87	2,193	77	350	2,429	71	155	565	111	83	175	256
	2-Axle Truck	13	58	10	38	87	19	7	41	5	10	16	9
	3-Axle Truck	3	10	3	13	14	4	1	14	1	1	7	0
	4-Axle Truck	0	3	2	1	3	1	0	7	0	1	9	1
	5-Axle Truck +	4	47	1	14	42	6	2	12	2	1	19	10
	Total	107	2311	93	416	2575	101	165	639	119	96	226	276

Peak Hour Volumes	59	1178	46	225	1407	51	97	385	65	36	112	149
Peak Hour Factor	0.946			0.931			0.866			0.884		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	14	253	12	10	202	41	16	66	2	39	134	14
	2-Axle Truck	1	12	1	0	9	0	0	2	2	1	3	2
	3-Axle Truck	0	0	0	0	1	0	1	3	2	1	6	2
	4-Axle Truck	1	1	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	10	3	1	5	2	2	7	2	2	3	2
7:15 AM	Cars	20	291	14	4	234	30	14	54	17	35	123	16
	2-Axle Truck	2	8	1	2	12	0	2	2	0	0	4	0
	3-Axle Truck	0	2	0	0	3	0	0	6	0	2	1	1
	4-Axle Truck	1	1	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	1	4	5	1	4	0	2	9	2	3	3	0
7:30 AM	Cars	18	277	22	9	194	29	20	74	8	34	146	30
	2-Axle Truck	2	13	0	2	12	1	7	6	1	1	5	1
	3-Axle Truck	2	2	0	0	0	0	1	1	0	2	1	1
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	2	0
	5-Axle Truck +	0	4	2	1	6	2	1	3	0	1	10	2
7:45 AM	Cars	12	286	25	10	221	31	29	54	11	41	151	17
	2-Axle Truck	1	19	0	1	15	1	3	6	2	1	6	1
	3-Axle Truck	0	2	0	0	2	2	1	2	0	0	1	1
	4-Axle Truck	0	0	0	0	0	0	0	0	1	0	1	0
	5-Axle Truck +	0	6	1	2	4	1	1	10	2	2	6	3
8:00 AM	Cars	7	231	11	19	236	28	18	56	11	42	132	28
	2-Axle Truck	2	17	2	0	17	0	1	9	3	1	12	0
	3-Axle Truck	1	0	0	1	2	0	1	3	0	0	2	1
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	2	0
	5-Axle Truck +	0	3	1	4	3	2	1	7	1	0	11	1
8:15 AM	Cars	16	270	20	8	204	28	29	51	10	35	111	25
	2-Axle Truck	4	16	1	0	12	2	5	3	0	2	5	3
	3-Axle Truck	1	5	0	0	2	0	0	3	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	1	0	0
	5-Axle Truck +	3	9	3	1	6	3	3	3	2	1	9	4
8:30 AM	Cars	5	195	13	6	233	25	13	42	7	35	108	22
	2-Axle Truck	1	22	2	3	13	1	4	10	3	2	6	5
	3-Axle Truck	0	1	1	0	0	1	0	4	1	0	4	4
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	8	0	2	2	2	0	5	0	2	6	1
8:45 AM	Cars	12	208	13	7	194	19	17	42	8	33	88	18
	2-Axle Truck	2	12	2	2	8	4	1	4	4	2	8	5
	3-Axle Truck	0	1	1	0	1	0	1	1	0	1	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	0	3	2	1	5	4	0	5	1	3	13	1
Total	Cars	104	2,011	130	73	1,718	231	156	439	74	294	993	170
	2-Axle Truck	15	119	9	10	98	9	23	42	15	10	49	17
	3-Axle Truck	4	13	2	1	11	3	5	23	3	6	18	10
	4-Axle Truck	2	2	0	0	1	0	0	2	1	1	5	0
	5-Axle Truck +	7	47	17	13	35	16	10	49	10	14	61	14
	Total	132	2192	158	97	1863	259	194	555	103	325	1126	211

Peak Hour Volumes	69	1166	84	56	966	127	102	303	59	165	619	103
Peak Hour Factor	0.937			0.918			0.943			0.940		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Soto Street

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	5	239	17	28	261	8	44	123	17	23	43	15
	2-Axle Truck	1	7	4	3	13	1	5	5	1	2	11	0
	3-Axle Truck	0	1	4	0	1	1	1	3	0	0	3	0
	4-Axle Truck	0	1	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	1	2	3	4	2	1	8	3	3	5	1
4:15 PM	Cars	16	251	19	31	280	18	26	108	20	22	47	12
	2-Axle Truck	1	12	1	2	14	1	3	8	1	2	12	0
	3-Axle Truck	0	1	0	1	2	0	1	3	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	3	6	2	0	6	2	3	7	2	1	12	1
4:30 PM	Cars	13	240	15	22	241	15	39	131	16	33	57	20
	2-Axle Truck	1	9	1	5	12	1	2	4	4	3	6	0
	3-Axle Truck	0	1	0	0	2	0	0	1	0	0	0	0
	4-Axle Truck	0	1	0	0	0	0	1	1	0	0	1	1
	5-Axle Truck +	1	4	2	2	6	0	2	5	1	3	13	1
4:45 PM	Cars	5	218	27	28	316	19	38	118	13	39	92	18
	2-Axle Truck	0	7	1	0	14	1	1	2	3	0	9	1
	3-Axle Truck	0	2	0	0	3	0	0	1	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	0	2	0	0	0	0
	5-Axle Truck +	0	8	1	0	2	2	1	9	1	0	7	2
5:00 PM	Cars	11	245	23	20	306	18	53	161	16	32	80	12
	2-Axle Truck	1	7	2	1	4	2	1	1	2	0	2	0
	3-Axle Truck	0	0	1	0	1	0	0	0	0	0	3	0
	4-Axle Truck	0	0	0	0	0	0	1	2	1	0	1	0
	5-Axle Truck +	3	3	2	0	3	1	0	4	3	2	5	2
5:15 PM	Cars	7	270	36	32	320	11	34	126	11	19	72	10
	2-Axle Truck	0	5	0	0	13	2	1	3	0	1	2	1
	3-Axle Truck	0	2	1	0	1	0	2	0	0	0	2	1
	4-Axle Truck	0	0	1	0	0	1	0	1	0	0	1	0
	5-Axle Truck +	0	3	1	2	4	1	0	3	2	3	5	0
5:30 PM	Cars	10	252	28	31	351	13	35	138	8	27	80	13
	2-Axle Truck	1	3	3	2	8	1	3	1	0	0	4	1
	3-Axle Truck	0	1	1	0	1	1	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	1	0	0	0	0	0	1	0
	5-Axle Truck +	1	7	2	0	0	2	0	2	0	1	8	1
5:45 PM	Cars	11	214	27	37	332	19	19	122	14	23	85	19
	2-Axle Truck	1	6	0	2	3	1	2	4	0	0	3	2
	3-Axle Truck	0	0	0	1	0	0	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	3	2	2	2	0	0	3	1	1	2	3
Total	Cars	78	1,929	192	229	2,407	121	288	1,027	115	218	556	119
	2-Axle Truck	6	56	12	15	81	10	18	28	11	8	49	5
	3-Axle Truck	0	8	7	2	11	2	4	8	0	0	12	1
	4-Axle Truck	0	2	1	0	1	1	3	7	1	0	4	1
	5-Axle Truck +	11	35	14	9	27	10	7	41	13	14	57	11
	Total	95	2030	226	255	2527	144	320	1111	140	240	678	137

Peak Hour Volumes	39	1033	130	116	1348	75	170	574	60	124	377	62
Peak Hour Factor	0.922			0.936			0.820			0.823		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Downey Road

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	13	193	16	10	116	27	11	46	8	42	150	19
	2-Axle Truck	0	9	1	2	2	0	0	0	1	4	5	2
	3-Axle Truck	0	2	1	1	1	3	1	2	1	1	3	0
	4-Axle Truck	0	0	0	0	0	0	1	1	0	0	0	0
	5-Axle Truck +	0	1	5	1	5	0	0	11	0	4	9	2
7:15 AM	Cars	6	209	14	6	119	38	9	40	5	37	153	22
	2-Axle Truck	1	11	5	1	5	2	1	4	2	3	3	4
	3-Axle Truck	0	1	2	0	0	2	0	4	2	1	1	0
	4-Axle Truck	0	0	0	1	0	2	0	0	0	1	0	0
	5-Axle Truck +	1	1	7	0	3	2	1	10	1	2	4	1
7:30 AM	Cars	11	210	28	12	112	40	15	49	13	31	149	39
	2-Axle Truck	0	10	2	1	11	0	0	4	4	4	5	2
	3-Axle Truck	0	1	0	1	2	0	3	2	0	0	1	2
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	5-Axle Truck +	2	3	5	0	3	2	0	10	0	7	12	0
7:45 AM	Cars	14	195	20	18	98	48	5	49	5	23	199	34
	2-Axle Truck	0	18	1	1	3	1	1	7	0	5	11	2
	3-Axle Truck	0	0	3	0	1	0	1	2	1	1	0	3
	4-Axle Truck	0	0	0	1	0	2	0	1	0	0	0	0
	5-Axle Truck +	4	3	4	1	4	2	0	10	3	2	12	0
8:00 AM	Cars	8	167	13	4	114	27	8	50	4	46	172	24
	2-Axle Truck	2	12	0	4	4	3	2	6	3	2	5	6
	3-Axle Truck	0	1	0	0	0	0	1	1	0	1	1	1
	4-Axle Truck	0	1	0	0	0	0	2	1	0	0	2	0
	5-Axle Truck +	1	3	5	0	2	2	1	8	2	1	10	1
8:15 AM	Cars	14	167	10	11	122	33	5	26	7	30	135	34
	2-Axle Truck	0	14	2	2	1	3	1	3	2	3	5	5
	3-Axle Truck	0	1	0	2	1	0	0	2	0	0	2	0
	4-Axle Truck	0	1	0	3	1	1	0	1	0	0	0	0
	5-Axle Truck +	1	3	3	2	6	1	3	4	1	3	12	3
8:30 AM	Cars	14	152	8	11	101	32	7	43	9	41	140	42
	2-Axle Truck	5	13	2	2	8	1	0	9	2	3	5	2
	3-Axle Truck	1	1	1	0	2	0	0	4	0	3	3	3
	4-Axle Truck	0	0	1	0	0	0	1	0	0	0	0	0
	5-Axle Truck +	1	4	2	0	4	1	0	7	4	4	10	1
8:45 AM	Cars	8	132	5	13	102	24	7	31	13	36	125	34
	2-Axle Truck	2	17	2	2	10	3	2	10	2	3	11	3
	3-Axle Truck	0	3	1	0	1	0	0	2	1	1	1	0
	4-Axle Truck	0	0	0	0	0	1	0	0	0	0	0	0
	5-Axle Truck +	4	2	6	0	6	3	2	13	3	3	13	1
Total	Cars	88	1,425	114	85	884	269	67	334	64	286	1,223	248
	2-Axle Truck	10	104	15	15	44	13	7	43	16	27	50	26
	3-Axle Truck	1	10	8	4	8	5	6	19	5	8	12	9
	4-Axle Truck	0	2	1	5	1	6	4	4	0	1	2	0
	5-Axle Truck +	14	20	37	4	33	13	7	73	14	26	82	9
	Total	113	1561	175	113	970	306	91	473	99	348	1369	292

Peak Hour Volumes	50	846	109	51	481	173	50	258	45	167	740	141
Peak Hour Factor	0.924			0.958			0.883			0.897		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Downey Road

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	10	204	37	32	175	15	38	124	20	30	54	21
	2-Axle Truck	2	8	3	5	13	2	5	8	1	6	10	0
	3-Axle Truck	0	1	0	1	2	0	2	3	0	1	4	1
	4-Axle Truck	0	0	0	0	0	0	0	0	3	0	0	0
	5-Axle Truck +	0	4	1	1	4	1	2	10	1	0	9	1
4:15 PM	Cars	3	171	50	43	223	13	29	116	20	19	47	20
	2-Axle Truck	0	9	6	3	12	1	3	9	4	3	11	2
	3-Axle Truck	0	0	0	0	0	0	1	3	1	0	2	1
	4-Axle Truck	0	2	0	0	0	1	0	1	2	0	0	0
	5-Axle Truck +	3	7	4	2	2	2	0	10	1	1	10	0
4:30 PM	Cars	10	206	61	30	189	23	19	142	24	31	48	21
	2-Axle Truck	3	5	2	3	14	5	3	6	4	0	6	2
	3-Axle Truck	0	2	0	0	2	1	0	2	0	0	1	1
	4-Axle Truck	1	0	0	0	0	1	0	0	0	0	3	0
	5-Axle Truck +	1	1	0	1	1	0	0	6	1	3	15	1
4:45 PM	Cars	5	187	40	43	234	21	26	131	17	20	85	16
	2-Axle Truck	0	4	4	5	5	1	1	5	1	2	6	1
	3-Axle Truck	0	0	0	1	1	2	0	0	0	0	3	0
	4-Axle Truck	0	0	0	0	0	1	0	2	0	0	0	0
	5-Axle Truck +	1	3	2	0	4	2	1	9	3	2	5	0
5:00 PM	Cars	7	208	48	50	245	17	31	136	42	29	64	25
	2-Axle Truck	0	4	2	4	4	0	1	4	1	1	3	1
	3-Axle Truck	0	1	0	4	0	0	1	0	0	1	2	1
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	2	3	3	0	3	0	1	6	0	3	8	0
5:15 PM	Cars	8	212	50	38	250	19	39	154	50	38	61	18
	2-Axle Truck	1	5	3	2	3	0	2	3	2	0	3	0
	3-Axle Truck	0	1	2	1	2	3	0	0	0	0	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	2	1	1	0	1	1	2	7	1	0	7	0
5:30 PM	Cars	13	177	46	51	251	19	40	143	39	50	51	19
	2-Axle Truck	2	5	2	1	7	1	0	4	0	2	1	1
	3-Axle Truck	0	0	1	1	0	0	0	0	0	0	2	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	0	0	0
	5-Axle Truck +	1	2	2	1	2	2	0	2	0	0	6	1
5:45 PM	Cars	14	223	44	46	251	19	33	141	70	32	74	16
	2-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0
	4-Axle Truck	0	0	0	0	0	0	0	0	0	0	2	0
	5-Axle Truck +	0	1	0	0	3	0	0	8	0	0	6	0
Total	Cars	70	1,588	376	333	1,818	146	255	1,087	282	249	484	156
	2-Axle Truck	8	40	22	23	58	10	15	39	13	14	40	7
	3-Axle Truck	0	5	3	8	7	6	4	8	1	2	15	4
	4-Axle Truck	1	2	0	0	0	3	0	6	5	0	5	0
	5-Axle Truck +	10	22	13	5	20	8	6	58	7	9	66	3
	Total	89	1657	414	369	1903	173	280	1198	308	274	610	170

Peak Hour Volumes	50	843	204	199	1022	81	150	611	205	156	291	82
Peak Hour Factor	0.959			0.969			0.925			0.958		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Atlantic Boulevard

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Morning Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
7:00 AM	Cars	34	178	234	2	151	135	26	85	23	29	47	36
	2-Axle Truck	0	6	6	0	7	5	0	5	4	6	0	6
	3-Axle Truck	1	1	4	0	6	4	4	0	0	4	1	4
	4-Axle Truck	0	0	1	1	0	0	1	1	0	1	0	2
	5-Axle Truck +	1	5	13	1	4	4	19	6	9	15	4	13
7:15 AM	Cars	15	169	246	4	132	180	45	127	25	32	53	29
	2-Axle Truck	2	6	7	2	11	4	2	5	4	0	5	7
	3-Axle Truck	0	2	7	0	1	5	1	5	2	2	0	3
	4-Axle Truck	0	0	2	0	0	0	1	0	0	0	0	1
	5-Axle Truck +	0	6	7	0	4	6	10	8	9	11	2	9
7:30 AM	Cars	21	145	276	1	148	184	21	99	22	28	53	21
	2-Axle Truck	1	6	12	1	9	5	3	5	2	6	5	0
	3-Axle Truck	0	1	10	0	1	2	1	3	2	4	3	2
	4-Axle Truck	0	0	2	0	0	0	0	0	0	2	0	1
	5-Axle Truck +	0	8	15	0	6	9	10	10	8	15	3	7
7:45 AM	Cars	18	119	282	7	117	147	23	143	7	25	49	15
	2-Axle Truck	0	5	7	0	10	7	3	6	7	5	5	2
	3-Axle Truck	0	3	8	0	6	5	1	2	2	5	2	1
	4-Axle Truck	0	0	1	3	2	0	0	0	1	1	0	1
	5-Axle Truck +	0	1	9	0	7	15	7	9	12	9	4	10
8:00 AM	Cars	14	101	217	8	160	193	20	81	14	34	57	25
	2-Axle Truck	2	5	11	0	14	8	5	8	3	2	4	5
	3-Axle Truck	0	2	12	0	4	3	0	1	1	3	1	3
	4-Axle Truck	0	0	4	1	1	0	0	1	1	1	0	0
	5-Axle Truck +	0	8	15	0	9	7	13	12	7	12	4	9
8:15 AM	Cars	13	121	226	7	138	164	26	104	28	16	61	29
	2-Axle Truck	0	2	11	0	8	10	10	6	0	8	2	3
	3-Axle Truck	0	0	17	0	8	8	0	3	0	4	4	1
	4-Axle Truck	0	0	2	0	0	0	0	1	0	2	0	1
	5-Axle Truck +	1	3	22	0	11	7	9	6	8	15	3	9
8:30 AM	Cars	20	114	210	4	154	142	20	57	21	18	73	28
	2-Axle Truck	1	5	10	0	8	6	4	13	3	3	2	1
	3-Axle Truck	0	1	12	1	2	7	1	3	1	5	0	3
	4-Axle Truck	0	1	1	0	0	0	1	0	0	2	3	0
	5-Axle Truck +	0	8	22	1	5	8	15	7	6	10	3	7
8:45 AM	Cars	22	96	157	4	121	124	19	91	15	30	52	32
	2-Axle Truck	1	4	12	1	12	9	4	10	3	7	5	4
	3-Axle Truck	0	1	7	0	1	6	1	5	0	2	1	0
	4-Axle Truck	0	0	0	0	0	0	0	1	0	1	0	1
	5-Axle Truck +	0	6	20	0	6	13	12	12	10	14	1	4
Total	Cars	157	1,043	1,848	37	1,121	1,269	200	787	155	212	445	215
	2-Axle Truck	7	39	76	4	79	54	31	58	26	37	28	28
	3-Axle Truck	1	11	77	1	29	40	9	22	8	29	12	17
	4-Axle Truck	0	1	13	5	3	0	3	4	2	10	3	7
	5-Axle Truck +	2	45	123	2	52	69	95	70	69	101	24	68
	Total	167	1139	2137	49	1284	1432	338	941	260	389	512	335

Peak Hour Volumes	93	661	1149	22	622	717	178	519	139	200	236	170
Peak Hour Factor	0.957			0.930			0.857			0.902		

KUNZMAN ASSOCIATES, INC. TRAFFIC COUNT

North/South Street: Atlantic Boulevard

East/West Street: Bandini Boulevard

Counter: Counts Unlimited

Date: 02/22/12

Evening Peak Hour

Time	Classification	Northbound			Southbound			Eastbound			Westbound		
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
4:00 PM	Cars	7	186	167	6	220	30	85	130	58	74	44	122
	2-Axle Truck	0	4	11	0	16	4	2	14	2	1	3	0
	3-Axle Truck	0	1	3	0	1	7	1	0	0	6	3	1
	4-Axle Truck	0	0	0	1	1	0	0	0	1	0	0	0
	5-Axle Truck +	0	3	34	0	5	12	2	11	10	10	1	4
4:15 PM	Cars	8	162	174	4	172	32	75	141	76	49	26	87
	2-Axle Truck	0	2	15	0	11	9	5	10	3	2	2	1
	3-Axle Truck	2	1	1	1	4	8	2	0	0	3	0	2
	4-Axle Truck	0	0	3	0	0	1	0	0	2	1	0	1
	5-Axle Truck +	2	3	30	0	7	11	8	9	19	6	2	9
4:30 PM	Cars	13	173	157	4	226	50	124	124	76	51	32	125
	2-Axle Truck	0	4	7	3	12	5	2	15	1	4	5	4
	3-Axle Truck	0	0	1	0	1	5	3	0	4	3	0	1
	4-Axle Truck	0	0	1	0	0	2	1	0	3	0	1	0
	5-Axle Truck +	0	3	26	0	2	10	9	6	9	10	2	4
4:45 PM	Cars	15	184	195	10	222	38	72	124	69	74	30	118
	2-Axle Truck	0	3	9	0	8	4	5	8	2	3	0	0
	3-Axle Truck	0	0	4	2	2	4	0	1	1	1	1	3
	4-Axle Truck	1	0	1	0	0	1	0	0	2	0	0	0
	5-Axle Truck +	1	4	26	0	9	5	3	7	5	6	1	3
5:00 PM	Cars	10	193	167	3	249	46	96	114	111	67	38	110
	2-Axle Truck	0	6	3	0	13	4	2	10	2	6	1	2
	3-Axle Truck	0	0	5	0	2	6	0	0	1	1	2	0
	4-Axle Truck	0	0	1	0	1	1	0	0	2	0	1	0
	5-Axle Truck +	0	5	26	1	7	3	6	8	15	3	2	6
5:15 PM	Cars	13	128	144	11	256	57	117	152	93	40	32	90
	2-Axle Truck	0	2	3	0	7	4	3	6	1	2	2	2
	3-Axle Truck	0	0	1	0	5	7	1	0	1	4	1	0
	4-Axle Truck	0	0	2	0	0	4	0	0	0	0	0	0
	5-Axle Truck +	0	5	19	0	3	4	5	7	6	4	1	8
5:30 PM	Cars	14	164	161	3	270	71	123	135	109	51	34	80
	2-Axle Truck	0	8	24	0	3	3	2	4	2	2	3	4
	3-Axle Truck	2	0	3	0	0	12	2	0	1	1	0	0
	4-Axle Truck	0	0	2	0	0	3	1	0	0	0	1	0
	5-Axle Truck +	0	0	0	1	2	7	0	0	8	0	0	0
5:45 PM	Cars	12	132	180	6	214	44	74	131	80	42	40	73
	2-Axle Truck	0	1	20	0	3	2	1	5	3	5	2	4
	3-Axle Truck	1	0	6	0	1	0	0	1	1	1	0	2
	4-Axle Truck	0	0	0	0	0	5	0	0	0	0	4	0
	5-Axle Truck +	0	0	0	0	5	4	0	0	6	0	0	0
Total	Cars	92	1,322	1,345	47	1,829	368	766	1,051	672	448	276	805
	2-Axle Truck	0	30	92	3	73	35	22	72	16	25	18	17
	3-Axle Truck	5	2	24	3	16	49	9	2	9	20	7	9
	4-Axle Truck	1	0	10	1	2	17	2	0	10	1	7	1
	5-Axle Truck +	3	23	161	2	40	56	33	48	78	39	9	34
	Total	101	1377	1632	56	1960	525	832	1173	785	533	317	866

Peak Hour Volumes	53	710	798	34	1025	260	449	582	404	279	152	476
Peak Hour Factor	0.881			0.921			0.915			0.937		

APPENDIX D

Explanation and Calculation of Intersection Capacity Utilization

EXPLANATION AND CALCULATION OF INTERSECTION CAPACITY UTILIZATION

Overview

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually greater between intersections and less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. If capacity is 1600 vehicles per lane per hour of green, and if the green phase is 50 percent of the cycle and there are three lanes, then the capacity is 1600 times 50 percent times 3 lanes, or 2400 vehicles per hour for that approach.

The technique used to compare the volume and capacity at an intersection is known as Intersection Capacity Utilization. Intersection Capacity Utilization, usually expressed as a percent, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity (i.e., an Intersection Capacity Utilization of 80 percent), then 20 percent of the signal cycle is not used. The signal could show red on all indications 20 percent of the time and the signal would just accommodate approaching traffic.

Intersection Capacity Utilization analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement of traffic, (b) summing the times for the movements, and (c) comparing the total time required to the total time available. For example, if for north-south traffic the northbound traffic is 1600 vehicles per hour, the southbound traffic is 1200 vehicles per hour, and the capacity of either direction is 3200 vehicles per hour, then the northbound traffic is critical and requires $1600/3200$ or 50 percent of the signal time. If for east-west traffic, 30 percent of the signal time is required, then it can be seen that the Intersection Capacity Utilization is 50 plus 30, or 80 percent. When left turn arrows (left turn phasing) exist, they are incorporated into the analysis. The critical movements are usually the heavy left turn movements and the opposing through movements.

The Intersection Capacity Utilization technique is an ideal tool to quantify existing as well as future intersection operation. The impact of adding a lane can be quickly determined by examining the effect the lane has on the Intersection Capacity Utilization.

Intersection Capacity Utilization Worksheets That Follow This Discussion

The Intersection Capacity Utilization worksheet table contains the following information:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. For right turn lanes, whether the lane is a free right turn lane, whether it has a right turn arrow, and the percent of right turns on red that are assumed.
4. Capacity assumed per lane.
5. Capacity available to serve each movement (number of lanes times capacity per lane).
6. Volume to capacity ratio for each movement.
7. Whether the movement's volume to capacity ratio is critical and adds to the Intersection Capacity Utilization value.
8. The yellow time or clearance interval assumed.
9. Adjustments for right turn movements.
10. The Intersection Capacity Utilization and Level of Service.

The Intersection Capacity Utilization Worksheet also has two graphics on the same page. These two graphics show the following:

1. Peak hour turning movement volumes.
2. Number of lanes that serve each movement.
3. The approach and exit leg volumes.
4. The two-way leg volumes.
5. An estimate of daily traffic volumes that is fairly close to actual counts and is based strictly on the peak hour leg volumes multiplied by a factor.

6. Percent of daily traffic in peak hours.
7. Percent of peak hour leg volume that is inbound versus outbound.

A more detailed discussion of Intersection Capacity Utilization and Level of Service follows.

Level of Service

Level of Service is used to describe the quality of traffic flow. Levels of Service A to C operate quite well. Level of Service C is typically the standard to which rural roadways are designed.

Level of Service D is characterized by fairly restricted traffic flow. Level of Service D is the standard to which urban roadways are typically designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A description of the various Levels of Service appears at the end of the Intersection Capacity Utilization description, along with the relationship between Intersection Capacity Utilization and Level of Service.

Signalized and Unsignalized Intersections

Although calculating an Intersection Capacity Utilization value for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes with a signal. A traffic signal becomes warranted before Level of Service D is reached for a signalized intersection.

Signal Timing

The Intersection Capacity Utilization calculation assumes that a signal is properly timed. It is possible to have an Intersection Capacity Utilization well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient green time to satisfy its demand, and excess green time exists on other movements. This is an operational problem that should be remedied.

Lane Capacity

Capacity is often defined in terms of roadway width; however, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Our data indicates a typical lane, whether a through lane or a left turn lane, has a capacity of approximately 1750 vehicles per hour of green time, with nearly all locations showing a capacity greater than 1600 vehicles per hour of green per lane. Right turn lanes have a slightly lower capacity; however 1600 vehicles per hour is a valid capacity assumption for right turn lanes.

This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. A capacity of 1600 vehicles per hour per lane with no yellow time penalty, or 1700 vehicles per hour with a 3 or 5 percent yellow time penalty is reasonable.

Yellow Time

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for approximately 10 percent of a signal cycle, and a penalty of 3 to 5 percent is reasonable.

During peak hour traffic operation the yellow times are nearly completely used. If there is no left turn phasing, the left turn vehicles completely use the yellow time. Even if there is left turn phasing, the through traffic continues to enter the intersection on the yellow until just a split second before the red.

Shared Lanes

Shared lanes occur in many locations. A shared lane is often found at the end of an off ramp where the ramp forms an intersection with the cross street. Often at a diamond interchange off ramp, there are three lanes. In the case of a diamond interchange, the middle lane is sometimes shared, and the driver can turn left, go through, or turn right from that lane.

If one assumes a three lane off ramp as described above, and if one assumes that each lane has 1600 capacity, and if one assumes that there are 1000 left turns per hour, 500 right turns per hour, and 100 through vehicles per hour, then how should one assume that the three lanes operate. There are three ways that it is done.

One way is to just assume that all 1600 vehicles (1000 plus 500 plus 100) are served simultaneously by three lanes. When this is done, the capacity is 3 times 1600 or

4800, and the amount of green time needed to serve the ramp is 1600 vehicles divided by 4800 capacity or 33.3 percent. This assumption effectively assumes perfect lane distribution between the three lanes that is not realistic. It also means a left turn can be made from the right lane.

Another way is to equally split the capacity of a shared lane and in this case to assume there are 1.33 left turn lanes, 1.33 right turn lanes, and 0.33 through lanes. With this assumption, the critical movement is the left turns and the 1000 left turns are served by a capacity of 1.33 times 1600, or 2133. The volume to capacity ratio of the critical move is 1000 divided by 2133 or 46.9 percent.

The first method results in a critical move of 33.3 percent and the second method results in a critical move of 46.9 percent. Neither is very accurate, and the difference in the calculated Level of Service will be approximately 1.5 Levels of Service (one Level of Service is 10 percent).

The way Kunzman Associates does it is to assign fractional lanes in a reasonable way. In this example, it would be assumed that there is 1.1 right turn lanes, 0.2 through lanes, and 1.7 left turn lanes. The volume to capacity ratios for each movement would be 31.3 percent for the through traffic, 28.4 percent for the right turn movement, and 36.8 percent for the left turn movement. The critical movement would be the 36.8 percent for the left turns.

Right Turn on Red

Kunzman Associates' software treats right turn lanes in one of five different ways. Each right turn lane is classified into one of five cases. The five cases are (1) free right turn lane, (2) right turn lane with separate right turn arrow, (3) standard right turn lane with no right turns on red allowed, (4) standard right turn lane with a certain percentage of right turns on red allowed, and (5) separate right turn arrow and a certain percentage of right turns on red allowed.

Free Right Turn Lane

If it is a free right turn lane, then it is given a capacity of one full lane with continuous or 100 percent green time. A Free right turn lane occurs when there is a separate approach lane for right turning vehicles, there is a separate departure lane for the right turning vehicles after they turn and are exiting the intersection, and the through cross street traffic does not interfere with the vehicles after they turn right.

Separate Right Turn Arrow

If there is a separate right turn arrow, then it is assumed that vehicles are given a green indication and can proceed on what is known as the left turn overlap.

The left turn overlap for a northbound right turn is the westbound left turn. When the left turn overlap has a green indication, the right turn lane is also given a green arrow indication. Thus, if there is a northbound right turn arrow, then it can be turned green for the period of time that the westbound left turns are proceeding.

If there are more right turns than can be accommodated during the northbound through green and the time that the northbound right turn arrow is on, then an adjustment is made to the Intersection Capacity Utilization to account for the green time that needs to be added to the northbound through green to accommodate the northbound right turns.

Standard Right Turn Lane, No Right Turns on Red

A standard right turn lane, with no right turn on red assumed, proceeds only when there is a green indication displayed for the adjacent through movement. If additional green time is needed above that amount of time, then in the Intersection Capacity Utilization calculation a right turn adjustment green time is added above the green time that is needed to serve the adjacent through movement.

Standard Right Turn Lane, With Right Turns on Red

A standard right turn lane with say 20 percent of the right turns allowed to turn right on a red indication is calculated the same as the standard right turn case where there is no right turn on red allowed, except that the right turn adjustment is reduced to account for the 20 percent of the right turning vehicles that can logically turn right on a red light. The right turns on red are never allowed to exceed the time the overlap left turns take plus the unused part of the green cycle that the cross street traffic moving from left to right has.

As an example of how 20 percent of the cars are allowed to turn right on a red indication, assume that the northbound right turn volume needs 40 percent of the signal cycle to be satisfied. To allow 20 percent of the northbound right turns to turn right on red, then during 8 percent of the signal cycle (40 percent of signal cycle times 20 percent that can turn right on red) right turns on red will be allowed if it is feasible.

For this example, assume that 15 percent of the signal cycle is green for the northbound through traffic, and that means that 15 percent of the signal cycle is

available to satisfy northbound right turns. After the northbound through traffic has received its green, 25 percent of the signal cycle is still needed to satisfy the northbound right turns (40 percent of the signal cycle minus the 15 percent of the signal cycle that the northbound through used).

Assume that the westbound left turns require a green time of 6 percent of the signal cycle. This 6 percent of the signal cycle is used by northbound right turns on red. After accounting for the northbound right turns that occur on the westbound overlap left turn, 19 percent of the signal cycle is still needed for the northbound right turns (25 percent of the cycle was needed after the northbound through green time was accounted for [see above paragraph], and 6 percent was served during the westbound left turn overlap). Also, at this point 6 percent of the signal cycle has been used for northbound right turns on red, and still 2 percent more of the right turns will be allowed to occur on the red if there is unused eastbound through green time.

For purpose of this example, assume that the westbound through green is critical, and that 15 percent of the signal cycle is unused by eastbound through traffic. Thus, 2 percent more of the signal cycle can be used by the northbound right turns on red since there is 15 seconds of unused green time being given to the eastbound through traffic.

At this point, 8 percent of the signal cycle was available to serve northbound right turning vehicles on red, and 15 percent of the signal cycle was available to serve right turning vehicles on the northbound through green. So 23 percent of the signal cycle has been available for northbound right turns.

Because 40 percent of the signal cycle is needed to serve northbound right turns, there is still a need for 17 percent more of the signal cycle to be available for northbound right turns. What this means is the northbound through traffic green time is increased by 17 percent of the cycle length to serve the unserved right turn volume, and a 17 percent adjustment is added to the Intersection Capacity Utilization to account for the northbound right turns that were not served on the northbound through green time or when right turns on red were assumed.

Separate Right Turn Arrow, With Right Turns on Red

A right turn lane with a separate right turn arrow, plus a certain percentage of right turns allowed on red is calculated the same way as a standard right turn lane with a certain percentage of right turns allowed on red, except the turns which occur on the right turn arrow are not counted as part of the percentage of right turns that occur on red.

Critical Lane Method

Intersection Capacity Utilization parallels another calculation procedure known as the Critical Lane Method with one exception. Critical Lane Method dimensions capacity in terms of standardized vehicles per hour per lane. A Critical Lane Method result of 800 vehicles per hour means that the intersection operates as though 800 vehicles were using a single lane continuously. If one assumes a lane capacity of 1600 vehicles per hour, then a Critical Lane Method calculation resulting in 800 vehicles per hour is the same as an Intersection Capacity Utilization calculation of 50 percent since $800/1600$ is 50 percent. It is our opinion that the Critical Lane Method is inferior to the Intersection Capacity Utilization method simply because a statement such as "The Critical Lane Method value is 800 vehicles per hour" means little to most persons, whereas a statement such as "The Intersection Capacity Utilization is 50 percent" communicates clearly. Critical Lane Method results directly correspond to Intersection Capacity Utilization results. The correspondence is as follows, assuming a lane capacity of 1600 vehicles per hour and no clearance interval.

<u>Critical Lane Method Result</u>	<u>Intersection Capacity Utilization Result</u>
800 vehicles per hour	50 percent
960 vehicles per hour	60 percent
1120 vehicles per hour	70 percent
1280 vehicles per hour	80 percent
1440 vehicles per hour	90 percent
1600 vehicles per hour	100 percent
1760 vehicles per hour	110 percent

INTERSECTION CAPACITY UTILIZATION LEVEL OF SERVICE DESCRIPTION¹

Level of Service	Description	Volume to Capacity Ratio
A	Level of Service A occurs when progression is extremely favorable and vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	0.600 and below
B	Level of Service B generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.	0.601 to 0.700
C	Level of Service C generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.	0.701 to 0.800
D	Level of Service D generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	0.801 to 0.900
E	Level of Service E is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Individual cycle failures are frequent.	0.901 to 1.000
F	Level of Service F is considered to be unacceptable to most drivers. This condition often occurs when oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	1.001 and up

¹ Source: Highway Capacity Manual Special Report 209, Transportation Research Board, National Research Council Washington D.C., 2000.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.454

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Alameda Street (West)					Vernon Avenue														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Permitted					Split Phase					Split Phase				
Rights: Include					Include					Include					Include				
Min. Green: 0 0 0					0 0 0					0 0 0					0 0 0				
Lanes: 1 0 1 1 0					1 0 1 1 0					0 1 0 1 0					0 1 0 1 0				

Volume Module:

Base Vol:	53	1279	42	100	984	52	119	640	47	85	605	241
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	70	1701	56	133	1309	69	158	851	63	113	805	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1701	56	133	1309	69	158	851	63	113	805	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1701	56	133	1309	69	158	851	63	113	805	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1701	56	133	1309	69	158	851	63	113	805	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1701	56	133	1309	69	158	851	63	113	805	321

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.90	0.10	0.30	1.59	0.12	0.18	1.30	0.52
Final Sat.:	1600	3098	102	1600	3039	161	472	2541	187	292	2079	828

Capacity Analysis Module:

Vol/Sat:	0.04	0.55	0.55	0.08	0.43	0.43	0.33	0.33	0.33	0.39	0.39	0.39
Crit Moves:	****			****			****			****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.502
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0

Volume Module:	Alameda Street (West)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	50 1063	59 119 1008	74 201 639	93 128 718 235
Growth Adj:	1.33 1.33	1.33 1.33 1.33	1.33 1.33 1.33	1.33 1.33 1.33
Initial Bse:	67 1414	78 158 1341	98 267 850	124 170 955 313
Added Vol:	0 0	0 0	0 0	0 0
PasserByVol:	0 0	0 0	0 0	0 0
Initial Fut:	67 1414	78 158 1341	98 267 850	124 170 955 313
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	67 1414	78 158 1341	98 267 850	124 170 955 313
Reduct Vol:	0 0	0 0	0 0	0 0
Reduced Vol:	67 1414	78 158 1341	98 267 850	124 170 955 313
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	67 1414	78 158 1341	98 267 850	124 170 955 313

Saturation Flow Module:	Alameda Street (West)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 1.89	0.11 1.00 1.86	0.14 0.43 1.37	0.20 0.24 1.33
Final Sat.:	1600 3032	168 1600 2981	219 689 2192	319 379 2125

Capacity Analysis Module:	Alameda Street (West)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.04 0.47	0.47 0.10 0.45	0.45 0.39 0.39	0.39 0.45 0.45
Crit Moves:	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.334

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Alameda Street (West)

55th Street

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Permitted

Permitted

Split Phase

Split Phase

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 1 0 0 1

0 0 1! 0 0

Volume Module:

Base Vol: 36 1315 38 80 660 90 119 362 27 11 171 65

Growth Adj: 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33

Initial Bse: 48 1749 51 106 878 120 158 481 36 15 227 86

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 48 1749 51 106 878 120 158 481 36 15 227 86

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 48 1749 51 106 878 120 158 481 36 15 227 86

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 48 1749 51 106 878 120 158 481 36 15 227 86

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 48 1749 51 106 878 120 158 481 36 15 227 86

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.94 0.06 1.00 1.76 0.24 0.25 0.75 1.00 0.04 0.69 0.26

Final Sat.: 1600 3110 90 1600 2816 384 396 1204 1600 71 1108 421

Capacity Analysis Module:

Vol/Sat: 0.03 0.56 0.56 0.07 0.31 0.31 0.40 0.40 0.02 0.21 0.21 0.21

Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (East)				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	1

Volume Module:	Alameda Street (East)		Vernon Avenue	
Base Vol:	28	202	60	68
Growth Adj:	1.33	1.33	1.33	1.33
Initial Bse:	37	269	80	90
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	37	269	80	90
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	37	269	80	90
Reduct Vol:	0	0	0	0
Reduced Vol:	37	269	80	90
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	37	269	80	90

Saturation Flow Module:	Alameda Street (East)		Vernon Avenue	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.21	0.31
Final Sat.:	154	1114	331	495

Capacity Analysis Module:	Alameda Street (East)		Vernon Avenue	
Vol/Sat:	0.02	0.24	0.06	0.18
Crit Moves:	****	****	****	****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.186
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Alameda Street (East)				Vernon Avenue											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
Control: Permitted				Permitted				Split Phase				Split Phase			
Rights: Include				Include				Include				Include			
Min. Green: 0 0 0				0 0 0				0 0 0				0 0 0			
Lanes: 0 0 1! 0 0				0 0 1! 0 0				0 1 0 1 0				0 1 1 0 1			

Volume Module:

Base Vol:	15	244	46	65	161	10	30	762	25	1	1056	45
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	20	325	61	86	214	13	40	1013	33	1	1404	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	325	61	86	214	13	40	1013	33	1	1404	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	325	61	86	214	13	40	1013	33	1	1404	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	325	61	86	214	13	40	1013	33	1	1404	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	325	61	86	214	13	40	1013	33	1	1404	60

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.80	0.15	0.28	0.68	0.04	0.07	1.87	0.06	0.00	2.00	1.00
Final Sat.:	79	1280	241	441	1092	68	118	2985	98	3	3197	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.25	0.25	0.05	0.20	0.20	0.34	0.34	0.34	0.44	0.44	0.04
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.521

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Alameda Street (West)					55th Street														
Approach: North Bound					South Bound					East Bound					West Bound				
Movement: L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Permitted					Split Phase					Split Phase				
Rights: Include					Include					Include					Include				
Min. Green: 0 0 0					0 0 0					0 0 0					0 0 0				
Lanes: 1 0 1 1 0					1 0 1 1 0					0 1 0 0 1					0 0 1 0 0				

Volume Module:

Base Vol:	32	957	16	82	1066	139	102	246	42	48	533	146
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	43	1273	21	109	1418	185	136	327	56	64	709	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1273	21	109	1418	185	136	327	56	64	709	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1273	21	109	1418	185	136	327	56	64	709	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1273	21	109	1418	185	136	327	56	64	709	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1273	21	109	1418	185	136	327	56	64	709	194

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.77	0.23	0.29	0.71	1.00	0.07	0.73	0.20
Final Sat.:	1600	3147	53	1600	2831	369	469	1131	1600	106	1173	321

Capacity Analysis Module:

Vol/Sat:	0.03	0.40	0.40	0.07	0.50	0.50	0.29	0.29	0.03	0.60	0.60	0.60
Crit Moves:	****			****			****			****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Santa Fe Avenue				25th Street				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Ignore		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	1	0

Volume Module:

Base Vol:	77	1177	113	77	1016	45	23	71	70	142	160	103
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	102	1565	150	102	1351	60	31	94	93	189	213	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1565	150	102	1351	60	31	94	93	189	213	137
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1565	0	102	1351	0	31	94	93	189	213	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1565	0	102	1351	0	31	94	93	189	213	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1565	0	102	1351	0	31	94	93	189	213	137

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	973	627	

Capacity Analysis Module:

Vol/Sat:	0.06	0.49	0.00	0.06	0.42	0.00	0.02	0.06	0.06	0.12	0.22	0.22
Crit Moves:	****			****			****			****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Street Name:	Alameda Street (East)						55th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:

Base Vol:	8	54	14	5	13	38	199	257	24	2	201	13
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	11	72	19	7	17	51	265	342	32	3	267	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	72	19	7	17	51	265	342	32	3	267	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	72	19	7	17	51	265	342	32	3	267	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	72	19	7	17	51	265	342	32	3	267	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	72	19	7	17	51	265	342	32	3	267	17

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.71	0.18	0.09	0.23	0.68	0.41	0.54	0.05	0.01	0.99	1.00
Final Sat.:	168	1137	295	143	371	1086	663	857	80	16	1584	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.06	0.06	0.00	0.05	0.05	0.40	0.40	0.40	0.17	0.17	0.01
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Alameda Street (East)						55th Street						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:												
Base Vol:	6	41	9	24	35	206	44	288	12	1	515	8
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	8	55	12	32	47	274	59	383	16	1	685	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	55	12	32	47	274	59	383	16	1	685	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	55	12	32	47	274	59	383	16	1	685	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	55	12	32	47	274	59	383	16	1	685	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	55	12	32	47	274	59	383	16	1	685	11

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.73	0.16	0.09	0.13	0.78	0.13	0.84	0.03	0.00	1.00	1.00
Final Sat.:	171	1171	257	145	211	1244	205	1340	56	3	1597	1600

Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.22	0.22	0.29	0.29	0.29	0.43	0.43	0.01
Crit Moves:	****				****				****		****	

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 1.014

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue					25th Street														
Approach: North Bound					South Bound					East Bound					West Bound				
Movement: L - T - R					L - T - R					L - T - R					L - T - R				
Control: Prot+Permit					Prot+Permit					Prot+Permit					Prot+Permit				
Rights: Ignore					Ignore					Include					Include				
Min. Green: 0 0 0					0 0 0					0 0 0					0 0 0				
Lanes: 1 0 2 0 1					1 0 2 0 1					1 0 1 0 1					1 0 0 1 0				

Volume Module:												
Base Vol:	80	1072	133	105	1108	21	253	244	93	117	138	68
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	106	1426	177	140	1474	28	336	325	124	156	184	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1426	177	140	1474	28	336	325	124	156	184	90
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1426	0	140	1474	0	336	325	124	156	184	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1426	0	140	1474	0	336	325	124	156	184	90
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	1426	0	140	1474	0	336	325	124	156	184	90

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1072	528	

Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.00	0.09	0.46	0.00	0.21	0.20	0.08	0.10	0.17	0.17
Crit Moves:	****			****			****				****	

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue						38th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	102	1304	178	94	967	151	28	167	61	0	0	0
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	136	1734	237	125	1286	201	37	222	81	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1734	237	125	1286	201	37	222	81	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1734	237	125	1286	201	37	222	81	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1734	237	125	1286	201	37	222	81	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1734	237	125	1286	201	37	222	81	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.73	0.27	0.14	0.86	1.00	0.00	0.00	0.00
Final Sat.:	1600	2816	384	1600	2768	432	230	1370	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.08	0.62	0.62	0.08	0.46	0.46	0.02	0.16	0.05	0.00	0.00	0.00
Crit Moves:	****			****			****					

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 1.011

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue

38th Street

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

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Control: Prot+Permit

Prot+Permit

Permitted

Permitted

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 1 0 0 1

0 0 0 0 0

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Volume Module:

Base Vol: 95 978 219 151 1346 122 20 247 80 0 0 0

Growth Adj: 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33

Initial Bse: 126 1301 291 201 1790 162 27 329 106 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 126 1301 291 201 1790 162 27 329 106 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 126 1301 291 201 1790 162 27 329 106 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 126 1301 291 201 1790 162 27 329 106 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 126 1301 291 201 1790 162 27 329 106 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.63 0.37 1.00 1.83 0.17 0.07 0.93 1.00 0.00 0.00 0.00

Final Sat.: 1600 2615 585 1600 2934 266 120 1480 1600 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.08 0.50 0.50 0.13 0.61 0.61 0.02 0.22 0.07 0.00 0.00 0.00

Crit Moves: **** ****

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue					Vernon Avenue						
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Base Vol:	2	1517	109	79	962	4	2	10	3	142	4	138
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	3	2018	145	105	1279	5	3	13	4	189	5	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2018	145	105	1279	5	3	13	4	189	5	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2018	145	105	1279	5	3	13	4	189	5	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2018	145	105	1279	5	3	13	4	189	5	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2018	145	105	1279	5	3	13	4	189	5	184

Saturation Flow Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.99	0.01	0.13	0.67	0.20	1.00	0.03	0.97
Final Sat.:	1600	2985	215	1600	3187	13	213	1067	320	1600	45	1555

Capacity Analysis Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Vol/Sat:	0.00	0.68	0.68	0.07	0.40	0.40	0.00	0.01	0.01	0.12	0.12	0.12
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue						Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0

Volume Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Base Vol:	3	1199	108	122	1245	1	24	20	6	165	7	117
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	4	1595	144	162	1656	1	32	27	8	219	9	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1595	144	162	1656	1	32	27	8	219	9	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1595	144	162	1656	1	32	27	8	219	9	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1595	144	162	1656	1	32	27	8	219	9	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1595	144	162	1656	1	32	27	8	219	9	156

Saturation Flow Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	2.00	0.00	0.48	0.40	0.12	1.00	0.19	0.81
Final Sat.:	1600	2936	264	1600	3197	3	768	640	192	1600	304	1296

Capacity Analysis Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue			Vernon Avenue		
Vol/Sat:	0.00	0.54	0.54	0.10	0.52	0.52	0.02	0.04	0.04	0.14	0.03	0.12
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue						Vernon Avenue/Pacific Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	89	997	19	94	770	240	142	235	90	26	384	482
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	118	1326	25	125	1024	319	189	313	120	35	511	641
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1326	25	125	1024	319	189	313	120	35	511	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1326	25	125	1024	319	189	313	120	35	511	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1326	25	125	1024	319	189	313	120	35	511	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1326	25	125	1024	319	189	313	120	35	511	641

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.52	0.48	1.00	2.17	0.83	1.00	2.00	2.00
Final Sat.:	1600	3140	60	1600	2440	760	1600	3471	1329	1600	3200	3200

Capacity Analysis Module:

Vol/Sat:	0.07	0.42	0.42	0.08	0.42	0.42	0.12	0.09	0.09	0.02	0.16	0.20
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected		Protected			Prot+Permit			
Rights:	Include			Include		Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	2	0

Volume Module:	Santa Fe Avenue			Santa Fe Avenue		Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard			
Base Vol:	100	863	26	170	1083	155	170	358	64	30	285	267
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	133	1148	35	226	1440	206	226	476	85	40	379	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1148	35	226	1440	206	226	476	85	40	379	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1148	35	226	1440	206	226	476	85	40	379	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1148	35	226	1440	206	226	476	85	40	379	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1148	35	226	1440	206	226	476	85	40	379	355

Saturation Flow Module:	Santa Fe Avenue			Santa Fe Avenue		Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	2.55	0.46	1.00	2.00	2.00
Final Sat.:	1600	3106	94	1600	2799	401	1600	4072	728	1600	3200	3200

Capacity Analysis Module:	Santa Fe Avenue			Santa Fe Avenue		Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard			
Vol/Sat:	0.08	0.37	0.37	0.14	0.51	0.51	0.14	0.12	0.12	0.02	0.12	0.11
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 1.009

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street						26th Street						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0

Volume Module:

Base Vol:	121	1203	56	117	1069	104	39	92	43	27	240	96
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	161	1600	74	156	1422	138	52	122	57	36	319	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1600	74	156	1422	138	52	122	57	36	319	128
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1600	0	156	1422	138	52	122	57	36	319	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1600	0	156	1422	138	52	122	57	36	319	128
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	1600	0	156	1422	138	52	122	57	36	319	128

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.68	0.32	1.00	0.71	0.29
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1090	510	1600	1143	457

Capacity Analysis Module:

Vol/Sat:	0.10	0.50	0.00	0.10	0.44	0.09	0.03	0.11	0.11	0.02	0.28	0.28
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 1.181

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street					26th Street							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0

Volume Module:	Soto Street			26th Street								
Base Vol:	59	1178	46	225	1407	51	97	385	65	36	112	149
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	78	1567	61	299	1871	68	129	512	86	48	149	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1567	61	299	1871	68	129	512	86	48	149	198
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1567	0	299	1871	68	129	512	86	48	149	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1567	0	299	1871	68	129	512	86	48	149	198
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1567	0	299	1871	68	129	512	86	48	149	198

Saturation Flow Module:	Soto Street			26th Street								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14	1.00	0.43	0.57
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1369	231	1600	687	913

Capacity Analysis Module:	Soto Street			26th Street								
Vol/Sat:	0.05	0.49	0.00	0.19	0.58	0.04	0.08	0.37	0.37	0.03	0.22	0.22
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street					Bandini Boulevard						
Approach:	North Bound			South Bound		East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit		Prot+Permit			Prot+Permit			
Rights:	Include			Include		Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0

Volume Module:	Soto Street			Soto Street		Bandini Boulevard			Bandini Boulevard			
Base Vol:	69	1166	84	56	966	127	102	303	59	165	619	103
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	92	1551	112	74	1285	169	136	403	78	219	823	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1551	112	74	1285	169	136	403	78	219	823	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1551	112	74	1285	169	136	403	78	219	823	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1551	112	74	1285	169	136	403	78	219	823	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1551	112	74	1285	169	136	403	78	219	823	137

Saturation Flow Module:	Soto Street			Soto Street		Bandini Boulevard			Bandini Boulevard			
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.77	0.23	1.00	2.51	0.49	1.00	2.57	0.43
Final Sat.:	1600	2985	215	1600	2828	372	1600	4018	782	1600	4115	685

Capacity Analysis Module:	Soto Street			Soto Street		Bandini Boulevard			Bandini Boulevard			
Vol/Sat:	0.06	0.52	0.52	0.05	0.45	0.45	0.08	0.10	0.10	0.14	0.20	0.20
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street					Bandini Boulevard						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Prot+Permit			Prot+Permit		Prot+Permit				
Rights:	Include		Include			Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	39	1033	130	116	1348	75	170	574	60	124	377	62
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	52	1374	173	154	1793	100	226	763	80	165	501	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1374	173	154	1793	100	226	763	80	165	501	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1374	173	154	1793	100	226	763	80	165	501	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1374	173	154	1793	100	226	763	80	165	501	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1374	173	154	1793	100	226	763	80	165	501	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.89	0.11	1.00	2.72	0.28	1.00	2.58	0.42
Final Sat.:	1600	2842	358	1600	3031	169	1600	4346	454	1600	4122	678

Capacity Analysis Module:

Vol/Sat:	0.03	0.48	0.48	0.10	0.59	0.59	0.14	0.18	0.18	0.10	0.12	0.12
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name: Soto Street Vernon Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 1 0

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Volume Module:

Base Vol: 62 1028 20 63 899 112 53 83 39 9 168 241

Growth Adj: 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33

Initial Bse: 82 1367 27 84 1196 149 70 110 52 12 223 321

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 82 1367 27 84 1196 149 70 110 52 12 223 321

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 82 1367 27 84 1196 149 70 110 52 12 223 321

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 82 1367 27 84 1196 149 70 110 52 12 223 321

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 82 1367 27 84 1196 149 70 110 52 12 223 321

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.96 0.04 1.00 1.78 0.22 0.61 0.95 0.45 0.04 0.96 1.00

Final Sat.: 1600 3139 61 1600 2845 355 969 1518 713 69 1531 1600

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Capacity Analysis Module:

Vol/Sat: 0.05 0.44 0.44 0.05 0.42 0.42 0.07 0.07 0.07 0.17 0.15 0.20

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.948

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Soto Street

Vernon Avenue

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Prot+Permit

Prot+Permit

Split Phase

Split Phase

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 1 0 1 0

0 1 0 1 0

Volume Module:

Base Vol: 48 872 14 141 1268 48 106 204 76 22 98 121

Growth Adj: 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33

Initial Bse: 64 1160 19 188 1686 64 141 271 101 29 130 161

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 64 1160 19 188 1686 64 141 271 101 29 130 161

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 64 1160 19 188 1686 64 141 271 101 29 130 161

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 64 1160 19 188 1686 64 141 271 101 29 130 161

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 64 1160 19 188 1686 64 141 271 101 29 130 161

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.97 0.03 1.00 1.93 0.07 0.55 1.06 0.39 0.18 0.82 1.00

Final Sat.: 1600 3149 51 1600 3083 117 879 1691 630 292 1308 1600

Capacity Analysis Module:

Vol/Sat: 0.04 0.37 0.37 0.12 0.55 0.55 0.16 0.16 0.16 0.10 0.10 0.10

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street					Leonis Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	1	0	1	1	

Volume Module:	Soto Street		Soto Street		Leonis Boulevard		Leonis Boulevard	
	Base	Adj	Base	Adj	Base	Adj	Base	Adj
Base Vol:	41	880	46	81	635	62	76	212
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	55	1170	61	108	845	82	101	282
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	55	1170	61	108	845	82	101	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1170	61	108	845	82	101	282
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	55	1170	61	108	845	82	101	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	1170	61	108	845	82	101	282

Saturation Flow Module:	Soto Street		Soto Street		Leonis Boulevard		Leonis Boulevard	
	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.58
Final Sat.:	1600	3041	159	1600	2915	285	1600	2525

Capacity Analysis Module:	Soto Street		Soto Street		Leonis Boulevard		Leonis Boulevard	
	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves
Vol/Sat:	0.03	0.38	0.38	0.07	0.29	0.29	0.06	0.10
Crit Moves:	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name: Soto Street Leonis Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 1 0 1 0

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Volume Module:

Base Vol: 19 674 93 124 1069 59 84 384 43 62 281 98

Growth Adj: 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33 1.33

Initial Bse: 25 896 124 165 1422 78 112 511 57 82 374 130

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 25 896 124 165 1422 78 112 511 57 82 374 130

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 25 896 124 165 1422 78 112 511 57 82 374 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 25 896 124 165 1422 78 112 511 57 82 374 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 25 896 124 165 1422 78 112 511 57 82 374 130

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.76 0.24 1.00 1.90 0.10 1.00 1.80 0.20 1.00 1.48 0.52

Final Sat.: 1600 2812 388 1600 3033 167 1600 2878 322 1600 2373 827

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Capacity Analysis Module:

Vol/Sat: 0.02 0.32 0.32 0.10 0.47 0.47 0.07 0.18 0.18 0.05 0.16 0.16

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.806

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street						Fruitland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	89	798	25	44	509	184	85	140	23	28	235	74
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	118	1061	33	59	677	245	113	186	31	37	313	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	1061	33	59	677	245	113	186	31	37	313	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1061	33	59	677	245	113	186	31	37	313	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1061	33	59	677	245	113	186	31	37	313	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1061	33	59	677	245	113	186	31	37	313	98

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.47	0.53	1.00	0.86	0.14	1.00	0.76	0.24
Final Sat.:	1600	3103	97	1600	2350	850	1600	1374	226	1600	1217	383

Capacity Analysis Module:

Vol/Sat:	0.07	0.34	0.34	0.04	0.29	0.29	0.07	0.14	0.14	0.02	0.26	0.26
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street				Fruitland Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	51	544	36	86	862	93	169	335	49	25	169	52
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	68	724	48	114	1146	124	225	446	65	33	225	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	724	48	114	1146	124	225	446	65	33	225	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	724	48	114	1146	124	225	446	65	33	225	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	724	48	114	1146	124	225	446	65	33	225	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	724	48	114	1146	124	225	446	65	33	225	69

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	1.00	0.87	0.13	1.00	0.76	0.24
Final Sat.:	1600	3001	199	1600	2888	312	1600	1396	204	1600	1224	376

Capacity Analysis Module:

Vol/Sat:	0.04	0.24	0.24	0.07	0.40	0.40	0.14	0.32	0.32	0.02	0.18	0.18
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Base Vol:	280	909	235	19	162	22	59	688	129	181	859	45
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	372	1209	313	25	215	29	78	915	172	241	1142	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1209	313	25	215	29	78	915	172	241	1142	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1209	313	25	215	29	78	915	172	241	1142	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1209	313	25	215	29	78	915	172	241	1142	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	1209	313	25	215	29	78	915	172	241	1142	60

Saturation Flow Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.76	0.24	1.00	1.68	0.32	1.00	1.90	0.10
Final Sat.:	1600	2543	657	1600	2817	383	1600	2695	505	1600	3041	159

Capacity Analysis Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Vol/Sat:	0.23	0.48	0.48	0.02	0.08	0.08	0.05	0.34	0.34	0.15	0.38	0.38
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.202

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	132	224	122	55	771	42	30	860	219	248	855	23
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	176	298	162	73	1025	56	40	1144	291	330	1137	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	298	162	73	1025	56	40	1144	291	330	1137	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	298	162	73	1025	56	40	1144	291	330	1137	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	298	162	73	1025	56	40	1144	291	330	1137	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	298	162	73	1025	56	40	1144	291	330	1137	31

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.90	0.10	1.00	1.59	0.41	1.00	1.95	0.05
Final Sat.:	1600	2072	1128	1600	3035	165	1600	2551	649	1600	3116	84

Capacity Analysis Module:

Vol/Sat:	0.11	0.14	0.14	0.05	0.34	0.34	0.02	0.45	0.45	0.21	0.36	0.36
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Downey Road						Washington Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ovl			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Base Vol:	199	960	36	35	656	208	131	108	133	79	531	87
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	265	1277	48	47	872	277	174	144	177	105	706	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	1277	48	47	872	277	174	144	177	105	706	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1277	48	47	872	277	174	144	177	105	706	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1277	48	47	872	277	174	144	177	105	706	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1277	48	47	872	277	174	144	177	105	706	116
OvlAdjVol:	0											

Saturation Flow Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Vol/Sat:	0.17	0.40	0.03	0.03	0.27	0.17	0.11	0.04	0.11	0.07	0.22	0.07
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road						Washington Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Ovl			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	132	838	73	109	964	188	172	688	290	29	240	30
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	176	1115	97	145	1282	250	229	915	386	39	319	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1115	97	145	1282	250	229	915	386	39	319	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1115	97	145	1282	250	229	915	386	39	319	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1115	97	145	1282	250	229	915	386	39	319	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1115	97	145	1282	250	229	915	386	39	319	40
OvlAdjVol:	210											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.35	0.06	0.09	0.40	0.16	0.14	0.29	0.24	0.02	0.10	0.02
OvlAdjV/S:	0.13											

Crit Moves: ****

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road						Bandini Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	50	846	109	51	481	173	50	258	45	167	740	141
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	67	1125	145	68	640	230	67	343	60	222	984	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	1125	145	68	640	230	67	343	60	222	984	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1125	145	68	640	230	67	343	60	222	984	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1125	145	68	640	230	67	343	60	222	984	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	1125	145	68	640	230	67	343	60	222	984	188

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	2880	2688	512

Capacity Analysis Module:

Vol/Sat:	0.04	0.35	0.09	0.04	0.20	0.14	0.04	0.11	0.04	0.08	0.37	0.37
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap.(X): 0.942
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road					Bandini Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	

Volume Module:	Downey Road		Bandini Boulevard											
	Base Vol	Growth Adj	Initial Bse	Added Vol	PasserByVol	Initial Fut	User Adj	PHF Adj	PHF Volume	Reduct Vol	Reduced Vol	PCE Adj	MLF Adj	Final Volume
Base Vol:	50	843	204	199	1022	81	150	611	205	156	291	82		
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33		
Initial Bse:	67	1121	271	265	1359	108	200	813	273	207	387	109		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	67	1121	271	265	1359	108	200	813	273	207	387	109		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	67	1121	271	265	1359	108	200	813	273	207	387	109		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	67	1121	271	265	1359	108	200	813	273	207	387	109		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	67	1121	271	265	1359	108	200	813	273	207	387	109		

Saturation Flow Module:	Downey Road		Bandini Boulevard	
	Sat/Lane	Adjustment	Lanes	Final Sat.
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600

Capacity Analysis Module:	Downey Road		Bandini Boulevard	
	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves
Vol/Sat:	0.04	0.35	0.17	0.42
Crit Moves:	0.07	0.12	0.25	0.17

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Downey Road						Slauson Avenue									
North Bound			South Bound			East Bound			West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0
Volume Module:															
Base Vol:	8	20	8	131	42	93	101	703	20	1	1134	455			
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33			
Initial Bse:	11	27	11	174	56	124	134	935	27	1	1508	605			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	11	27	11	174	56	124	134	935	27	1	1508	605			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	11	27	11	174	56	124	134	935	27	1	1508	605			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	11	27	11	174	56	124	134	935	27	1	1508	605			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	11	27	11	174	56	124	134	935	27	1	1508	605			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.94	0.06	0.00	1.43	0.57			
Final Sat.:	1600	1600	1600	1600	498	1102	1600	3111	89	2	2282	916			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.02	0.01	0.11	0.11	0.11	0.08	0.30	0.30	0.00	0.66	0.66			
Crit Moves:	****						****	****			****				

Vernon General Plan Circulation Element Update

Existing

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 0.970

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Downey Road						Slauson Avenue						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:

Base Vol:	18	29	45	398	25	158	112	1068	4	1	829	153
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	24	39	60	529	33	210	149	1420	5	1	1103	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	39	60	529	33	210	149	1420	5	1	1103	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	39	60	529	33	210	149	1420	5	1	1103	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	39	60	529	33	210	149	1420	5	1	1103	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	39	60	529	33	210	149	1420	5	1	1103	203

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.99	0.01	0.00	1.69	0.31
Final Sat.:	1600	1600	1600	1600	219	1381	1600	3188	12	3	2699	498

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.04	0.33	0.15	0.15	0.09	0.45	0.45	0.00	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.543
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard					Bandini Boulevard							
Approach:	North Bound		South Bound			East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Ignore			Include			Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	4	0	1	1	1	1	1	0	1	0	2

Volume Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Base Vol:	93	661	1149	22	622	717	178	519	139	200	236	170
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	124	879	1528	29	827	954	237	690	185	266	314	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	879	1528	29	827	954	237	690	185	266	314	226
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	124	879	1528	29	827	0	237	690	185	266	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	879	1528	29	827	0	237	690	185	266	314	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	124	879	1528	29	827	0	237	690	185	266	314	0

Saturation Flow Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	1.00	2.58	0.42	1.00	1.00	2.00
Final Sat.:	1600	6400	1600	1600	6400	1600	1600	4124	676	1600	1600	3200

Capacity Analysis Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Vol/Sat:	0.08	0.14	0.96	0.02	0.13	0.00	0.15	0.17	0.27	0.17	0.20	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.433
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard						Bandini Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	1	1	1	0	1	0

Volume Module:

Base Vol:	53	710	798	34	1025	260	449	582	404	279	152	476
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	70	944	1061	45	1363	346	597	774	537	371	202	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	944	1061	45	1363	346	597	774	537	371	202	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	70	944	1061	45	1363	0	597	774	537	371	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	944	1061	45	1363	0	597	774	537	371	202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	944	1061	45	1363	0	597	774	537	371	202	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	1.31	1.87	0.82	1.00	1.00	2.00
Final Sat.:	1600	6400	1600	1600	6400	1600	2090	2998	1311	1600	1600	3200

Capacity Analysis Module:

Vol/Sat:	0.04	0.15	0.66	0.03	0.21	0.00	0.29	0.26	0.41	0.23	0.13	0.00
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Atlantic Boulevard						District Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	2	0	1	0	1	1

Volume Module:

Base Vol:	279	1132	4	122	670	934	510	62	32	3	249	94
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	371	1506	5	162	891	1242	678	82	43	4	331	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	371	1506	5	162	891	1242	678	82	43	4	331	125
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	371	1506	5	162	891	0	678	82	43	4	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	1506	5	162	891	0	678	82	43	4	331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	371	1506	5	162	891	0	678	82	43	4	331	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	0.02	1.98	1.00
Final Sat.:	1600	4783	17	1600	4800	1600	2880	1600	1600	38	3162	1600

Capacity Analysis Module:

Vol/Sat:	0.23	0.31	0.31	0.10	0.19	0.00	0.24	0.05	0.03	0.10	0.10	0.00
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Existing
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Atlantic Boulevard					District Boulevard						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	2	0	1	0	1	0

Volume Module:	Atlantic Boulevard			District Boulevard								
Base Vol:	71	717	4	84	1158	351	1025	259	218	4	49	90
Growth Adj:	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
Initial Bse:	94	954	5	112	1540	467	1363	344	290	5	65	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	954	5	112	1540	467	1363	344	290	5	65	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	94	954	5	112	1540	0	1363	344	290	5	65	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	954	5	112	1540	0	1363	344	290	5	65	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	94	954	5	112	1540	0	1363	344	290	5	65	0

Saturation Flow Module:	Atlantic Boulevard			District Boulevard								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	0.15	1.85	1.00
Final Sat.:	1600	4773	27	1600	4800	1600	2880	1600	1600	242	2958	1600

Capacity Analysis Module:	Atlantic Boulevard			District Boulevard								
Vol/Sat:	0.06	0.20	0.20	0.07	0.32	0.00	0.47	0.22	0.18	0.02	0.02	0.00
Crit Moves:	****			****			****			****		

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Vernon General Plan Circulation Element Update

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Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.617

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	53	1279	42	100	984	52	119	640	47	85	605	241
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	79	1906	63	149	1466	77	177	954	70	127	901	359
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1906	63	149	1466	77	177	954	70	127	901	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1906	63	149	1466	77	177	954	70	127	901	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1906	63	149	1466	77	177	954	70	127	901	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	1906	63	149	1466	77	177	954	70	127	901	359

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.90	0.10	0.30	1.59	0.12	0.18	1.30	0.52
Final Sat.:	1600	3098	102	1600	3039	161	472	2541	187	292	2079	828

Capacity Analysis Module:

Vol/Sat:	0.05	0.62	0.62	0.09	0.48	0.48	0.38	0.38	0.38	0.43	0.43	0.43
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Current General Plan Year 2035
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.671

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				Vernon Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0 1 1 0	1	0 1 1 0	0	1 0 1 0	0	1 0 1 0

Volume Module:

Base Vol:	50	1063	59	119	1008	74	201	639	93	128	718	235
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	75	1584	88	177	1502	110	299	952	139	191	1070	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1584	88	177	1502	110	299	952	139	191	1070	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1584	88	177	1502	110	299	952	139	191	1070	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1584	88	177	1502	110	299	952	139	191	1070	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1584	88	177	1502	110	299	952	139	191	1070	350

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.86	0.14	0.43	1.37	0.20	0.24	1.33	0.43
Final Sat.:	1600	3032	168	1600	2981	219	689	2192	319	379	2125	696

Capacity Analysis Module:

Vol/Sat:	0.05	0.52	0.52	0.11	0.50	0.50	0.43	0.43	0.43	0.50	0.50	0.50
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1 (Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.217

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (East)						Vernon Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	0	0	1	1

Volume Module:

Base Vol:	28	202	60	68	141	11	44	630	108	9	892	79
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	42	301	89	101	210	16	66	939	161	13	1329	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	301	89	101	210	16	66	939	161	13	1329	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	301	89	101	210	16	66	939	161	13	1329	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	301	89	101	210	16	66	939	161	13	1329	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	301	89	101	210	16	66	939	161	13	1329	118

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.21	0.31	0.64	0.05	0.11	1.61	0.28	0.02	1.98	1.00
Final Sat.:	154	1114	331	495	1025	80	180	2578	442	32	3168	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.27	0.27	0.06	0.20	0.20	0.36	0.36	0.36	0.42	0.42	0.07
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.317

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Alameda Street (East)					Vernon Avenue														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:					Control:					Control:					Control:				
Permitted					Permitted					Split Phase					Split Phase				
Include					Include					Include					Include				
Rights:					Rights:					Rights:					Rights:				
Min. Green:					Min. Green:					Min. Green:					Min. Green:				
0 0 0 0					0 0 0 0					0 0 0 0					0 0 0 0				
Lanes:					Lanes:					Lanes:					Lanes:				
0 0 1! 0 0					0 0 1! 0 0					0 1 0 1 0					0 1 1 0 1				

Volume Module:												
Base Vol:	15	244	46	65	161	10	30	762	25	1	1056	45
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	22	364	69	97	240	15	45	1135	37	1	1573	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	364	69	97	240	15	45	1135	37	1	1573	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	364	69	97	240	15	45	1135	37	1	1573	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	69	97	240	15	45	1135	37	1	1573	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	69	97	240	15	45	1135	37	1	1573	67

Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.80	0.15	0.28	0.68	0.04	0.07	1.87	0.06	0.00	2.00	1.00
Final Sat.:	79	1280	241	441	1092	68	118	2985	98	3	3197	1600

Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.06	0.22	0.22	0.38	0.38	0.38	0.49	0.49	0.04
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.482

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)						55th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	36	1315	38	80	660	90	119	362	27	11	171	65
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	54	1959	57	119	983	134	177	539	40	16	255	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1959	57	119	983	134	177	539	40	16	255	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	1959	57	119	983	134	177	539	40	16	255	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1959	57	119	983	134	177	539	40	16	255	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1959	57	119	983	134	177	539	40	16	255	97

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.76	0.24	0.25	0.75	1.00	0.04	0.69	0.26
Final Sat.:	1600	3110	90	1600	2816	384	396	1204	1600	71	1108	421

Capacity Analysis Module:

Vol/Sat:	0.03	0.63	0.63	0.07	0.35	0.35	0.45	0.45	0.03	0.23	0.23	0.23
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.692
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name: Alameda Street (West)					55th Street														
Approach: North Bound					South Bound					East Bound					West Bound				
Movement: L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Permitted					Split Phase					Split Phase				
Rights: Include					Include					Include					Include				
Min. Green: 0 0 0					0 0 0					0 0 0					0 0 0				
Lanes: 1 0 1 1 0					1 0 1 1 0					0 1 0 0 1					0 0 1 0 0				

Volume Module:

Base Vol:	32	957	16	82	1066	139	102	246	42	48	533	146
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	48	1426	24	122	1588	207	152	367	63	72	794	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1426	24	122	1588	207	152	367	63	72	794	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1426	24	122	1588	207	152	367	63	72	794	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1426	24	122	1588	207	152	367	63	72	794	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1426	24	122	1588	207	152	367	63	72	794	218

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.77	0.23	0.29	0.71	1.00	0.07	0.73	0.20
Final Sat.:	1600	3147	53	1600	2831	369	469	1131	1600	106	1173	321

Capacity Analysis Module:

Vol/Sat:	0.03	0.45	0.45	0.08	0.56	0.56	0.32	0.32	0.04	0.68	0.68	0.68
Crit Moves:	****				****			****		****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: D

Alameda Street (East)					55th Street														
Approach: North Bound					Approach: South Bound					Approach: East Bound					Approach: West Bound				
Movement: L - T - R					Movement: L - T - R					Movement: L - T - R					Movement: L - T - R				
Control: Permitted					Control: Permitted					Control: Split Phase					Control: Split Phase				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 0 0 0					Min. Green: 0 0 0 0					Min. Green: 0 0 0 0					Min. Green: 0 0 0 0				
Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0					Lanes: 0 1 0 0 1				

Volume Module:

Base Vol:	8	54	14	5	13	38	199	257	24	2	201	13
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	12	80	21	7	19	57	297	383	36	3	299	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	21	7	19	57	297	383	36	3	299	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	21	7	19	57	297	383	36	3	299	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	21	7	19	57	297	383	36	3	299	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	80	21	7	19	57	297	383	36	3	299	19

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.71	0.18	0.09	0.23	0.68	0.41	0.54	0.05	0.01	0.99	1.00
Final Sat.:	168	1137	295	143	371	1086	663	857	80	16	1584	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.00	0.05	0.05	0.45	0.45	0.45	0.19	0.19	0.01
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.153

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (East)						55th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	6	41	9	24	35	206	44	288	12	1	515	8
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	9	61	13	36	52	307	66	429	18	1	767	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	61	13	36	52	307	66	429	18	1	767	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	61	13	36	52	307	66	429	18	1	767	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	61	13	36	52	307	66	429	18	1	767	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	61	13	36	52	307	66	429	18	1	767	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.73	0.16	0.09	0.13	0.78	0.13	0.84	0.03	0.00	1.00	1.00
Final Sat.:	171	1171	257	145	211	1244	205	1340	56	3	1597	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.02	0.25	0.25	0.32	0.32	0.32	0.48	0.48	0.01
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 0.986

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Santa Fe Avenue						25th Street						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit			
Rights:	Ignore			Ignore			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0

Volume Module:

Base Vol:	77	1177	113	77	1016	45	23	71	70	142	160	103
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	115	1754	168	115	1514	67	34	106	104	212	238	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1754	168	115	1514	67	34	106	104	212	238	153
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1754	0	115	1514	0	34	106	104	212	238	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1754	0	115	1514	0	34	106	104	212	238	153
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1754	0	115	1514	0	34	106	104	212	238	153

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	973	627

Capacity Analysis Module:

Vol/Sat:	0.07	0.55	0.00	0.07	0.47	0.00	0.02	0.07	0.07	0.13	0.24	0.24
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 1.124

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Santa Fe Avenue					25th Street														
Approach: North Bound					South Bound					East Bound					West Bound				
Movement: L - T - R					L - T - R					L - T - R					L - T - R				
Control: Prot+Permit					Prot+Permit					Prot+Permit					Prot+Permit				
Rights: Ignore					Ignore					Include					Include				
Min. Green: 0 0 0					0 0 0					0 0 0					0 0 0				
Lanes: 1 0 2 0 1					1 0 2 0 1					1 0 1 0 1					1 0 0 1 0				

Volume Module:

Base Vol:	80	1072	133	105	1108	21	253	244	93	117	138	68
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	119	1597	198	156	1651	31	377	364	139	174	206	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1597	198	156	1651	31	377	364	139	174	206	101
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1597	0	156	1651	0	377	364	139	174	206	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1597	0	156	1651	0	377	364	139	174	206	101
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1597	0	156	1651	0	377	364	139	174	206	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1072	528

Capacity Analysis Module:

Vol/Sat:	0.07	0.50	0.00	0.10	0.52	0.00	0.24	0.23	0.09	0.11	0.19	0.19
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 1.059
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue						38th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	102	1304	178	94	967	151	28	167	61	0	0	0
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	152	1943	265	140	1441	225	42	249	91	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	1943	265	140	1441	225	42	249	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1943	265	140	1441	225	42	249	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1943	265	140	1441	225	42	249	91	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1943	265	140	1441	225	42	249	91	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.73	0.27	0.14	0.86	1.00	0.00	0.00	0.00
Final Sat.:	1600	2816	384	1600	2768	432	230	1370	1600	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.69	0.69	0.09	0.52	0.52	0.03	0.18	0.06	0.00	0.00	0.00
Crit Moves:	****			****			****					

Vernon General Plan Circulation Element Update

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Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 1.121

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue 38th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 0 0 0 0

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Volume Module:

Base Vol: 95 978 219 151 1346 122 20 247 80 0 0 0

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 142 1457 326 225 2006 182 30 368 119 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 142 1457 326 225 2006 182 30 368 119 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 142 1457 326 225 2006 182 30 368 119 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 142 1457 326 225 2006 182 30 368 119 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 142 1457 326 225 2006 182 30 368 119 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.63 0.37 1.00 1.83 0.17 0.07 0.93 1.00 0.00 0.00 0.00

Final Sat.: 1600 2615 585 1600 2934 266 120 1480 1600 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.09 0.56 0.56 0.14 0.68 0.68 0.02 0.25 0.07 0.00 0.00 0.00

Crit Moves: **** ****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 1.077
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue				Vernon Avenue					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	2	1517	109	79	962	4	2	10	3	142	4	138
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	3	2260	162	118	1433	6	3	15	4	212	6	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	2260	162	118	1433	6	3	15	4	212	6	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	2260	162	118	1433	6	3	15	4	212	6	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	2260	162	118	1433	6	3	15	4	212	6	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	2260	162	118	1433	6	3	15	4	212	6	206

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.99	0.01	0.13	0.67	0.20	1.00	0.03	0.97
Final Sat.:	1600	2985	215	1600	3187	13	213	1067	320	1600	45	1555

Capacity Analysis Module:

Vol/Sat:	0.00	0.76	0.76	0.07	0.45	0.45	0.00	0.01	0.01	0.13	0.13	0.13
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 1.022

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	

Volume Module:

Base Vol:	3	1199	108	122	1245	1	24	20	6	165	7	117
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	4	1787	161	182	1855	1	36	30	9	246	10	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1787	161	182	1855	1	36	30	9	246	10	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1787	161	182	1855	1	36	30	9	246	10	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1787	161	182	1855	1	36	30	9	246	10	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1787	161	182	1855	1	36	30	9	246	10	174

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	2.00	0.00	0.48	0.40	0.12	1.00	0.19	0.81
Final Sat.:	1600	2936	264	1600	3197	3	768	640	192	1600	304	1296

Capacity Analysis Module:

Vol/Sat:	0.00	0.61	0.61	0.11	0.58	0.58	0.02	0.05	0.05	0.15	0.03	0.13
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue						Vernon Avenue/Pacific Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:

Base Vol:	89	997	19	94	770	240	142	235	90	26	384	482
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	133	1486	28	140	1147	358	212	350	134	39	572	718
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1486	28	140	1147	358	212	350	134	39	572	718
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1486	28	140	1147	358	212	350	134	39	572	718
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1486	28	140	1147	358	212	350	134	39	572	718
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1486	28	140	1147	358	212	350	134	39	572	718

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.52	0.48	1.00	2.17	0.83	1.00	2.00	2.00
Final Sat.:	1600	3140	60	1600	2440	760	1600	3471	1329	1600	3200	3200

Capacity Analysis Module:

Vol/Sat:	0.08	0.47	0.47	0.09	0.47	0.47	0.13	0.10	0.10	0.02	0.18	0.22
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Current General Plan Year 2035
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Protected			Protected		Prot+Permit				
Rights:	Include		Include			Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0

Volume Module:

Base Vol:	100	863	26	170	1083	155	170	358	64	30	285	267
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	149	1286	39	253	1614	231	253	533	95	45	425	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1286	39	253	1614	231	253	533	95	45	425	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1286	39	253	1614	231	253	533	95	45	425	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1286	39	253	1614	231	253	533	95	45	425	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1286	39	253	1614	231	253	533	95	45	425	398

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	2.55	0.46	1.00	2.00	2.00
Final Sat.:	1600	3106	94	1600	2799	401	1600	4072	728	1600	3200	3200

Capacity Analysis Module:

Vol/Sat:	0.09	0.41	0.41	0.16	0.58	0.58	0.16	0.13	0.13	0.03	0.13	0.12
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

Current General Plan Year 2035

Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Soto Street 26th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit

Rights: Ignore Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 0 1 0

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Volume Module:

Base Vol: 121 1203 56 117 1069 104 39 92 43 27 240 96

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 180 1792 83 174 1593 155 58 137 64 40 358 143

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 180 1792 83 174 1593 155 58 137 64 40 358 143

User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 180 1792 0 174 1593 155 58 137 64 40 358 143

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 180 1792 0 174 1593 155 58 137 64 40 358 143

PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 180 1792 0 174 1593 155 58 137 64 40 358 143

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 0.68 0.32 1.00 0.71 0.29

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1090 510 1600 1143 457

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Capacity Analysis Module:

Vol/Sat: 0.11 0.56 0.00 0.11 0.50 0.10 0.04 0.13 0.13 0.03 0.31 0.31

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 1.311
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street				26th Street					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit			
Rights:	Ignore		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	0	1	0

Volume Module:	Soto Street		26th Street	
Base Vol:	59	1178	46	225
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	88	1755	69	335
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	88	1755	69	335
User Adj:	1.00	1.00	0.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00
PHF Volume:	88	1755	0	335
Reduct Vol:	0	0	0	0
Reduced Vol:	88	1755	0	335
PCE Adj:	1.00	1.00	0.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00
FinalVolume:	88	1755	0	335

Saturation Flow Module:	Soto Street		26th Street	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00
Final Sat.:	1600	3200	1600	3200

Capacity Analysis Module:	Soto Street		26th Street	
Vol/Sat:	0.05	0.55	0.00	0.21
Crit Moves:	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 1.053
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street						Bandini Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:	Soto Street			Soto Street			Bandini Boulevard			Bandini Boulevard		
Base Vol:	69	1166	84	56	966	127	102	303	59	165	619	103
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	103	1737	125	83	1439	189	152	451	88	246	922	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1737	125	83	1439	189	152	451	88	246	922	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1737	125	83	1439	189	152	451	88	246	922	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1737	125	83	1439	189	152	451	88	246	922	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1737	125	83	1439	189	152	451	88	246	922	153

Saturation Flow Module:	Soto Street			Soto Street			Bandini Boulevard			Bandini Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.77	0.23	1.00	2.51	0.49	1.00	2.57	0.43
Final Sat.:	1600	2985	215	1600	2828	372	1600	4018	782	1600	4115	685

Capacity Analysis Module:	Soto Street			Soto Street			Bandini Boulevard			Bandini Boulevard		
Vol/Sat:	0.06	0.58	0.58	0.05	0.51	0.51	0.09	0.11	0.11	0.15	0.22	0.22
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street					Bandini Boulevard						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Prot+Permit			Prot+Permit		Prot+Permit				
Rights:	Include		Include			Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0

Volume Module:	Soto Street		Soto Street			Bandini Boulevard		Bandini Boulevard				
Base Vol:	39	1033	130	116	1348	75	170	574	60	124	377	62
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	58	1539	194	173	2009	112	253	855	89	185	562	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1539	194	173	2009	112	253	855	89	185	562	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1539	194	173	2009	112	253	855	89	185	562	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1539	194	173	2009	112	253	855	89	185	562	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1539	194	173	2009	112	253	855	89	185	562	92

Saturation Flow Module:	Soto Street		Soto Street			Bandini Boulevard		Bandini Boulevard				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.89	0.11	1.00	2.72	0.28	1.00	2.58	0.42
Final Sat.:	1600	2842	358	1600	3031	169	1600	4346	454	1600	4122	678

Capacity Analysis Module:	Soto Street		Soto Street			Bandini Boulevard		Bandini Boulevard				
Vol/Sat:	0.04	0.54	0.54	0.11	0.66	0.66	0.16	0.20	0.20	0.12	0.14	0.14
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Soto Street

Vernon Avenue

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

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Control: Prot+Permit

Prot+Permit

Split Phase

Split Phase

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 1 0 1 0

0 1 0 1 0

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Volume Module:

Base Vol: 62 1028 20 63 899 112 53 83 39 9 168 241

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 92 1532 30 94 1340 167 79 124 58 13 250 359

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 92 1532 30 94 1340 167 79 124 58 13 250 359

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 92 1532 30 94 1340 167 79 124 58 13 250 359

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 92 1532 30 94 1340 167 79 124 58 13 250 359

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 92 1532 30 94 1340 167 79 124 58 13 250 359

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.96 0.04 1.00 1.78 0.22 0.61 0.95 0.45 0.04 0.96 1.00

Final Sat.: 1600 3139 61 1600 2845 355 969 1518 713 69 1531 1600

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Capacity Analysis Module:

Vol/Sat: 0.06 0.49 0.49 0.06 0.47 0.47 0.08 0.08 0.08 0.19 0.16 0.22

Crit Moves: **** **** **** ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	0

Volume Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Base	Adj	Base	Adj	Base	Adj	Base	Adj
Base Vol:	48	872	14	141	1268	48	106	204
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	72	1299	21	210	1889	72	158	304
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	72	1299	21	210	1889	72	158	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1299	21	210	1889	72	158	304
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	72	1299	21	210	1889	72	158	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1299	21	210	1889	72	158	304

Saturation Flow Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.93	0.07	0.55	1.06
Final Sat.:	1600	3149	51	1600	3083	117	879	1691

Capacity Analysis Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves
Vol/Sat:	0.04	0.41	0.41	0.13	0.61	0.61	0.18	0.18
Crit Moves:	****			****		****		****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street				Leonis Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1

Volume Module:	Soto Street		Leonis Boulevard	
Base Vol:	41	880	46	81
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	61	1311	69	121
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	61	1311	69	121
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	61	1311	69	121
Reduct Vol:	0	0	0	0
Reduced Vol:	61	1311	69	121
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	61	1311	69	121

Saturation Flow Module:	Soto Street		Leonis Boulevard	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00
Final Sat.:	1600	3041	159	1600

Capacity Analysis Module:	Soto Street		Leonis Boulevard	
Vol/Sat:	0.04	0.43	0.43	0.08
Crit Moves:	0.43	0.32	0.32	0.07

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street				Leonis Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	

Volume Module:	Soto Street				Leonis Boulevard							
Base Vol:	19	674	93	124	1069	59	84	384	43	62	281	98
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	28	1004	139	185	1593	88	125	572	64	92	419	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1004	139	185	1593	88	125	572	64	92	419	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1004	139	185	1593	88	125	572	64	92	419	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1004	139	185	1593	88	125	572	64	92	419	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1004	139	185	1593	88	125	572	64	92	419	146

Saturation Flow Module:	Soto Street				Leonis Boulevard							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.90	0.10	1.00	1.80	0.20	1.00	1.48	0.52
Final Sat.:	1600	2812	388	1600	3033	167	1600	2878	322	1600	2373	827

Capacity Analysis Module:	Soto Street				Leonis Boulevard							
Vol/Sat:	0.02	0.36	0.36	0.12	0.53	0.53	0.08	0.20	0.20	0.06	0.18	0.18
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street						Fruitland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	89	798	25	44	509	184	85	140	23	28	235	74
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	133	1189	37	66	758	274	127	209	34	42	350	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1189	37	66	758	274	127	209	34	42	350	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1189	37	66	758	274	127	209	34	42	350	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1189	37	66	758	274	127	209	34	42	350	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1189	37	66	758	274	127	209	34	42	350	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.47	0.53	1.00	0.86	0.14	1.00	0.76	0.24
Final Sat.:	1600	3103	97	1600	2350	850	1600	1374	226	1600	1217	383

Capacity Analysis Module:

Vol/Sat:	0.08	0.38	0.38	0.04	0.32	0.32	0.08	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street						Fruitland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	51	544	36	86	862	93	169	335	49	25	169	52
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	76	811	54	128	1284	139	252	499	73	37	252	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	811	54	128	1284	139	252	499	73	37	252	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	811	54	128	1284	139	252	499	73	37	252	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	811	54	128	1284	139	252	499	73	37	252	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	811	54	128	1284	139	252	499	73	37	252	77

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	1.00	0.87	0.13	1.00	0.76	0.24
Final Sat.:	1600	3001	199	1600	2888	312	1600	1396	204	1600	1224	376

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.27	0.08	0.44	0.44	0.16	0.36	0.36	0.02	0.21	0.21
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.199
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Base Vol:	280	909	235	19	162	22	59	688	129	181	859	45
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	417	1354	350	28	241	33	88	1025	192	270	1280	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1354	350	28	241	33	88	1025	192	270	1280	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	1354	350	28	241	33	88	1025	192	270	1280	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1354	350	28	241	33	88	1025	192	270	1280	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	1354	350	28	241	33	88	1025	192	270	1280	67

Saturation Flow Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.76	0.24	1.00	1.68	0.32	1.00	1.90	0.10
Final Sat.:	1600	2543	657	1600	2817	383	1600	2695	505	1600	3041	159

Capacity Analysis Module:	Boyle Avenue/State Street			Boyle Avenue/State Street			Slauson Avenue			Slauson Avenue		
Vol/Sat:	0.26	0.53	0.53	0.02	0.09	0.09	0.05	0.38	0.38	0.17	0.42	0.42
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.335
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street				Slauson Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	

Volume Module:	Boyle Avenue/State Street		Slauson Avenue	
Base Vol:	132	224	122	55
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	197	334	182	82
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	197	334	182	82
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	197	334	182	82
Reduct Vol:	0	0	0	0
Reduced Vol:	197	334	182	82
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	197	334	182	82

Saturation Flow Module:	Boyle Avenue/State Street		Slauson Avenue	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00
Final Sat.:	1600	2072	1128	1600

Capacity Analysis Module:	Boyle Avenue/State Street		Slauson Avenue	
Vol/Sat:	0.12	0.16	0.16	0.05
Crit Moves:	0.38	0.38	0.03	0.50

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road						Washington Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Base Vol:	199	960	36	35	656	208	131	108	133	79	531	87
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	297	1430	54	52	977	310	195	161	198	118	791	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	1430	54	52	977	310	195	161	198	118	791	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1430	54	52	977	310	195	161	198	118	791	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1430	54	52	977	310	195	161	198	118	791	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	1430	54	52	977	310	195	161	198	118	791	130
OvlAdjVol:	0											

Saturation Flow Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Downey Road NB			Downey Road SB			Washington Blvd EB			Washington Blvd WB		
Vol/Sat:	0.19	0.45	0.03	0.03	0.31	0.19	0.12	0.05	0.12	0.07	0.25	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road						Washington Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1		1	0	2	0	1	

Volume Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Base Vol:	132	838	73	109	964	188	172	688	290	29	240	30
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	197	1249	109	162	1436	280	256	1025	432	43	358	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	1249	109	162	1436	280	256	1025	432	43	358	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1249	109	162	1436	280	256	1025	432	43	358	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1249	109	162	1436	280	256	1025	432	43	358	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	1249	109	162	1436	280	256	1025	432	43	358	45
OvlAdjVol:	235											

Saturation Flow Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Vol/Sat:	0.12	0.39	0.07	0.10	0.45	0.18	0.16	0.32	0.27	0.03	0.11	0.03
OvlAdjV/S:	0.15											
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

Current General Plan Year 2035

Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road						Bandini Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	50	846	109	51	481	173	50	258	45	167	740	141
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	75	1261	162	76	717	258	75	384	67	249	1103	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1261	162	76	717	258	75	384	67	249	1103	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1261	162	76	717	258	75	384	67	249	1103	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1261	162	76	717	258	75	384	67	249	1103	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1261	162	76	717	258	75	384	67	249	1103	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	2880	2688	512

Capacity Analysis Module:

Vol/Sat:	0.05	0.39	0.10	0.05	0.22	0.16	0.05	0.12	0.04	0.09	0.41	0.41
Crit Moves:	****			****			****				****	

Vernon General Plan Circulation Element Update
Current General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap.(X): 1.043

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Downey Road Bandini Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0

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Volume Module:

Base Vol: 50 843 204 199 1022 81 150 611 205 156 291 82

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 75 1256 304 297 1523 121 224 910 305 232 434 122

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 75 1256 304 297 1523 121 224 910 305 232 434 122

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 75 1256 304 297 1523 121 224 910 305 232 434 122

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 75 1256 304 297 1523 121 224 910 305 232 434 122

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 75 1256 304 297 1523 121 224 910 305 232 434 122

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.56 0.44

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 2880 2497 703

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Capacity Analysis Module:

Vol/Sat: 0.05 0.39 0.19 0.19 0.48 0.08 0.14 0.28 0.19 0.08 0.17 0.17

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update

Current General Plan Year 2035

Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.079

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	0

Volume Module:

Base Vol:	8	20	8	131	42	93	101	703	20	1	1134	455
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	12	30	12	195	63	139	150	1047	30	1	1690	678
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	30	12	195	63	139	150	1047	30	1	1690	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	30	12	195	63	139	150	1047	30	1	1690	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	30	12	195	63	139	150	1047	30	1	1690	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	30	12	195	63	139	150	1047	30	1	1690	678

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.94	0.06	0.00	1.43	0.57
Final Sat.:	1600	1600	1600	1600	498	1102	1600	3111	89	2	2282	916

Capacity Analysis Module:

Vol/Sat:	0.01	0.02	0.01	0.12	0.13	0.13	0.09	0.34	0.34	0.00	0.74	0.74
Crit Moves:	****					****	****				****	

Vernon General Plan Circulation Element Update
Current General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:	Downey Road			Downey Road			Slauson Avenue			Slauson Avenue		
Base Vol:	18	29	45	398	25	158	112	1068	4	1	829	153
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	27	43	67	593	37	235	167	1591	6	1	1235	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	43	67	593	37	235	167	1591	6	1	1235	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	43	67	593	37	235	167	1591	6	1	1235	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	43	67	593	37	235	167	1591	6	1	1235	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	43	67	593	37	235	167	1591	6	1	1235	228

Saturation Flow Module:	Downey Road			Downey Road			Slauson Avenue			Slauson Avenue		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.14	0.86	1.00	1.99	0.01	0.00	1.69	0.31
Final Sat.:	1600	1600	1600	1600	219	1381	1600	3188	12	3	2699	498

Capacity Analysis Module:	Downey Road			Downey Road			Slauson Avenue			Slauson Avenue		
Vol/Sat:	0.02	0.03	0.04	0.37	0.17	0.17	0.10	0.50	0.50	0.00	0.46	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update
Current General Plan Year 2035
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.717
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard						Bandini Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	1	1	1	0	1	0

Volume Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Base Vol:	93	661	1149	22	622	717	178	519	139	200	236	170
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	139	985	1712	33	927	1068	265	773	207	298	352	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	985	1712	33	927	1068	265	773	207	298	352	253
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	139	985	1712	33	927	0	265	773	207	298	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	985	1712	33	927	0	265	773	207	298	352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	139	985	1712	33	927	0	265	773	207	298	352	0

Saturation Flow Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	1.00	2.58	0.42	1.00	1.00	2.00
Final Sat.:	1600	6400	1600	1600	6400	1600	1600	4124	676	1600	1600	3200

Capacity Analysis Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Vol/Sat:	0.09	0.15	1.07	0.02	0.14	0.00	0.17	0.19	0.31	0.19	0.22	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.594
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard						Bandini Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	1	1	1	0	1	0

Volume Module:	Atlantic Boulevard			Bandini Boulevard		
Base Vol:	53	710	798	34	1025	260
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	79	1058	1189	51	1527	387
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	79	1058	1189	51	1527	387
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	79	1058	1189	51	1527	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	79	1058	1189	51	1527	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	79	1058	1189	51	1527	0

Saturation Flow Module:	Atlantic Boulevard			Bandini Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1600	6400	1600	1600	6400	1600

Capacity Analysis Module:	Atlantic Boulevard			Bandini Boulevard		
Vol/Sat:	0.05	0.17	0.74	0.03	0.24	0.00
Crit Moves:	0.05	0.17	0.74	0.03	0.24	0.00

Vernon General Plan Circulation Element Update

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Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.949

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Atlantic Boulevard						District Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	1	2	0	1	0	1	0

Volume Module:

Base Vol:	279	1132	4	122	670	934	510	62	32	3	249	94
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	416	1687	6	182	998	1392	760	92	48	4	371	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1687	6	182	998	1392	760	92	48	4	371	140
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	416	1687	6	182	998	0	760	92	48	4	371	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1687	6	182	998	0	760	92	48	4	371	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	416	1687	6	182	998	0	760	92	48	4	371	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	0.02	1.98	1.00
Final Sat.:	1600	4783	17	1600	4800	1600	2880	1600	1600	38	3162	1600

Capacity Analysis Module:

Vol/Sat:	0.26	0.35	0.35	0.11	0.21	0.00	0.26	0.06	0.03	0.12	0.12	0.00
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap. (X): 1.081

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Atlantic Boulevard District Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Split Phase Split Phase

Rights: Include Ignore Include Ignore

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 1 0 1 0 3 0 1 2 0 1 0 1 0 1 1 0 1

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Volume Module:

Base Vol: 71 717 4 84 1158 351 1025 259 218 4 49 90

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 106 1068 6 125 1725 523 1527 386 325 6 73 134

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 106 1068 6 125 1725 523 1527 386 325 6 73 134

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Volume: 106 1068 6 125 1725 0 1527 386 325 6 73 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 106 1068 6 125 1725 0 1527 386 325 6 73 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

FinalVolume: 106 1068 6 125 1725 0 1527 386 325 6 73 0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.98 0.02 1.00 3.00 1.00 2.00 1.00 1.00 0.15 1.85 1.00

Final Sat.: 1600 4773 27 1600 4800 1600 2880 1600 1600 242 2958 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.07 0.22 0.22 0.08 0.36 0.00 0.53 0.24 0.20 0.02 0.02 0.00

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.617

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Alameda Street (West)

Vernon Avenue

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Permitted

Permitted

Split Phase

Split Phase

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 1 0 1 0

0 1 0 1 0

Volume Module:

Base Vol: 53 1279 42 100 984 52 119 640 47 85 605 241

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 79 1906 63 149 1466 77 177 954 70 127 901 359

Added Vol: 0 0 0 0 2 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 79 1906 63 149 1468 77 177 954 70 127 901 359

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 79 1906 63 149 1468 77 177 954 70 127 901 359

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 79 1906 63 149 1468 77 177 954 70 127 901 359

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 79 1906 63 149 1468 77 177 954 70 127 901 359

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.94 0.06 1.00 1.90 0.10 0.30 1.59 0.12 0.18 1.30 0.52

Final Sat.: 1600 3098 102 1600 3040 160 472 2541 187 292 2079 828

Capacity Analysis Module:

Vol/Sat: 0.05 0.62 0.62 0.09 0.48 0.48 0.38 0.38 0.38 0.43 0.43 0.43

Crit Moves: ****

Vernon General Plan Circulation Element Update

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Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Alameda Street (NS) at Vernon Avenue - West (EW) - #1a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.671
 Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1

Volume Module:	Alameda Street (West)				Vernon Avenue							
Base Vol:	50	1063	59	119	1008	74	201	639	93	128	718	235
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	75	1584	88	177	1502	110	299	952	139	191	1070	350
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1583	88	177	1503	110	299	952	139	191	1070	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1583	88	177	1503	110	299	952	139	191	1070	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1583	88	177	1503	110	299	952	139	191	1070	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1583	88	177	1503	110	299	952	139	191	1070	350

Saturation Flow Module:	Alameda Street (West)				Vernon Avenue							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.86	0.14	0.43	1.37	0.20	0.24	1.33	0.43
Final Sat.:	1600	3032	168	1600	2981	219	689	2192	319	379	2125	696

Capacity Analysis Module:	Alameda Street (West)				Vernon Avenue							
Vol/Sat:	0.05	0.52	0.52	0.11	0.50	0.50	0.43	0.43	0.43	0.50	0.50	0.50
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.217
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (East)				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	1! 0	0	0	0	1	0	

Volume Module:	Alameda Street (East)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Base Vol:	28	202	60	68
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	42	301	89	101
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	42	301	89	101
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	42	301	89	101
Reduct Vol:	0	0	0	0
Reduced Vol:	42	301	89	101
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	42	301	89	101

Saturation Flow Module:	Alameda Street (East)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	0.10	0.70	0.21	0.31
Final Sat.:	154	1114	331	495

Capacity Analysis Module:	Alameda Street (East)		Vernon Avenue	
	North Bound	South Bound	East Bound	West Bound
Vol/Sat:	0.03	0.27	0.27	0.06
Crit Moves:	****	****	****	****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #101 Alameda Street (NS) at Vernon Avenue - East (EW) - #1b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.317
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Alameda Street (East)					Vernon Avenue														
North Bound					South Bound					East Bound					West Bound				
L - T - R					L - T - R					L - T - R					L - T - R				
Control: Permitted					Control: Permitted					Control: Split Phase					Control: Split Phase				
Rights: Include					Rights: Include					Rights: Include					Rights: Include				
Min. Green: 0 0 0					Min. Green: 0 0 0					Min. Green: 0 0 0					Min. Green: 0 0 0				
Lanes: 0 0 1! 0 0					Lanes: 0 0 1! 0 0					Lanes: 0 1 0 1 0					Lanes: 0 1 1 0 1				

Volume Module:

Base Vol:	15	244	46	65	161	10	30	762	25	1	1056	45
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	22	364	69	97	240	15	45	1135	37	1	1573	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	364	69	97	240	15	45	1135	37	1	1573	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	364	69	97	240	15	45	1135	37	1	1573	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	364	69	97	240	15	45	1135	37	1	1573	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	364	69	97	240	15	45	1135	37	1	1573	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.80	0.15	0.28	0.68	0.04	0.07	1.87	0.06	0.00	2.00	1.00
Final Sat.:	79	1280	241	441	1092	68	118	2985	98	3	3197	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.28	0.28	0.06	0.22	0.22	0.38	0.38	0.38	0.49	0.49	0.04
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.482
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				55th Street				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0

Volume Module:	Alameda Street (West)		55th Street	
Base Vol:	36	1315	38	80
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	54	1959	57	119
Added Vol:	0	0	0	0
PasserByVol:	0	0	0	0
Initial Fut:	54	1959	57	119
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	54	1959	57	119
Reduct Vol:	0	0	0	0
Reduced Vol:	54	1959	57	119
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	54	1959	57	119

Saturation Flow Module:	Alameda Street (West)		55th Street	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00
Final Sat.:	1600	3110	90	1600

Capacity Analysis Module:	Alameda Street (West)		55th Street	
Vol/Sat:	0.03	0.63	0.07	0.35
Crit Moves:	****	****	****	****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Alameda Street (NS) at 55th Street - West (EW) - #2a

Cycle (sec): 100 Critical Vol./Cap.(X): 1.692
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (West)				55th Street			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Permitted		Permitted		Split Phase		Split Phase	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0 1 1 0	1	0 1 1 0	0	1 0 0 1	0	0 1! 0 0

Volume Module:

Base Vol:	32	957	16	82	1066	139	102	246	42	48	533	146
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	48	1426	24	122	1588	207	152	367	63	72	794	218
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1425	24	122	1589	207	152	367	63	72	794	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1425	24	122	1589	207	152	367	63	72	794	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1425	24	122	1589	207	152	367	63	72	794	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1425	24	122	1589	207	152	367	63	72	794	218

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.77	0.23	0.29	0.71	1.00	0.07	0.73	0.20
Final Sat.:	1600	3147	53	1600	2831	369	469	1131	1600	106	1173	321

Capacity Analysis Module:

Vol/Sat:	0.03	0.45	0.45	0.08	0.56	0.56	0.32	0.32	0.04	0.68	0.68	0.68
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Alameda Street (East)						55th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:	Alameda Street (East)			Alameda Street (East)			55th Street			55th Street		
Base Vol:	8	54	14	5	13	38	199	257	24	2	201	13
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	12	80	21	7	19	57	297	383	36	3	299	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	80	21	7	19	57	297	383	36	3	299	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	80	21	7	19	57	297	383	36	3	299	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	80	21	7	19	57	297	383	36	3	299	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	80	21	7	19	57	297	383	36	3	299	19

Saturation Flow Module:	Alameda Street (East)			Alameda Street (East)			55th Street			55th Street		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.71	0.18	0.09	0.23	0.68	0.41	0.54	0.05	0.01	0.99	1.00
Final Sat.:	168	1137	295	143	371	1086	663	857	80	16	1584	1600

Capacity Analysis Module:	Alameda Street (East)			Alameda Street (East)			55th Street			55th Street		
Vol/Sat:	0.01	0.07	0.07	0.00	0.05	0.05	0.45	0.45	0.45	0.19	0.19	0.01
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #102 Alameda Street (NS) at 55th Street - East (EW) - #2b

Cycle (sec): 100 Critical Vol./Cap.(X): 1.153

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Alameda Street (East)						55th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	6	41	9	24	35	206	44	288	12	1	515	8
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	9	61	13	36	52	307	66	429	18	1	767	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	61	13	36	52	307	66	429	18	1	767	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	61	13	36	52	307	66	429	18	1	767	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	61	13	36	52	307	66	429	18	1	767	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	61	13	36	52	307	66	429	18	1	767	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.73	0.16	0.09	0.13	0.78	0.13	0.84	0.03	0.00	1.00	1.00
Final Sat.:	171	1171	257	145	211	1244	205	1340	56	3	1597	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.05	0.02	0.25	0.25	0.32	0.32	0.32	0.48	0.48	0.01
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name: Santa Fe Avenue 25th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Prot+Permit Prot+Permit

Rights: Ignore Ignore Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1 0 1 0

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Volume Module:

Base Vol: 77 1177 113 77 1016 45 23 71 70 142 160 103

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 115 1754 168 115 1514 67 34 106 104 212 238 153

Added Vol: -14 6 3 0 1 0 0 2 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 101 1760 171 115 1515 67 34 108 104 212 238 153

User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 101 1760 0 115 1515 0 34 108 104 212 238 153

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 101 1760 0 115 1515 0 34 108 104 212 238 153

PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 101 1760 0 115 1515 0 34 108 104 212 238 153

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00 0.61 0.39

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 1600 1600 1600 973 627

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Capacity Analysis Module:

Vol/Sat: 0.06 0.55 0.00 0.07 0.47 0.00 0.02 0.07 0.07 0.13 0.24 0.24

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Santa Fe Avenue (NS) at 25th Street (EW) - #3

Cycle (sec): 100 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue						25th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	1	0	1	0

Volume Module:	Santa Fe Avenue			Santa Fe Avenue			25th Street			25th Street		
Base Vol:	80	1072	133	105	1108	21	253	244	93	117	138	68
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	119	1597	198	156	1651	31	377	364	139	174	206	101
Added Vol:	-8	4	2	0	-4	0	0	1	-7	-2	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1601	200	156	1647	31	377	365	132	172	205	101
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1601	0	156	1647	0	377	365	132	172	205	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1601	0	156	1647	0	377	365	132	172	205	101
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	1601	0	156	1647	0	377	365	132	172	205	101

Saturation Flow Module:	Santa Fe Avenue			Santa Fe Avenue			25th Street			25th Street		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1070	530

Capacity Analysis Module:	Santa Fe Avenue			Santa Fe Avenue			25th Street			25th Street		
Vol/Sat:	0.07	0.50	0.00	0.10	0.51	0.00	0.24	0.23	0.08	0.11	0.19	0.19
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 1.055

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue 38th Street

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 1 0 0 0 0 0

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Volume Module:

Base Vol: 102 1304 178 94 967 151 28 167 61 0 0 0

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 152 1943 265 140 1441 225 42 249 91 0 0 0

Added Vol: 0 -14 0 1 2 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 152 1929 265 141 1443 225 42 249 91 0 0 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 152 1929 265 141 1443 225 42 249 91 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 152 1929 265 141 1443 225 42 249 91 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 152 1929 265 141 1443 225 42 249 91 0 0 0

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.76 0.24 1.00 1.73 0.27 0.14 0.86 1.00 0.00 0.00 0.00

Final Sat.: 1600 2813 387 1600 2768 432 230 1370 1600 0 0 0

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Capacity Analysis Module:

Vol/Sat: 0.09 0.69 0.69 0.09 0.52 0.52 0.03 0.18 0.06 0.00 0.00 0.00

Crit Moves: **** **** ****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Santa Fe Avenue (NS) at 38th Street (EW) - #4

Cycle (sec): 100 Critical Vol./Cap.(X): 1.119

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue						38th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	95	978	219	151	1346	122	20	247	80	0	0	0
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	142	1457	326	225	2006	182	30	368	119	0	0	0
Added Vol:	0	-9	0	0	-5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	1448	326	225	2001	182	30	368	119	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1448	326	225	2001	182	30	368	119	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1448	326	225	2001	182	30	368	119	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	1448	326	225	2001	182	30	368	119	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	0.07	0.93	1.00	0.00	0.00	0.00
Final Sat.:	1600	2612	588	1600	2933	267	120	1480	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.09	0.55	0.55	0.14	0.68	0.68	0.02	0.25	0.07	0.00	0.00	0.00
Crit Moves:	****			****			****					

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 1.076

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue

Vernon Avenue

Approach: North Bound

South Bound

East Bound

West Bound

Movement: L - T - R

L - T - R

L - T - R

L - T - R

Control: Prot+Permit

Prot+Permit

Permitted

Permitted

Rights: Include

Include

Include

Include

Min. Green: 0 0 0

0 0 0

0 0 0

0 0 0

Lanes: 1 0 1 1 0

1 0 1 1 0

0 0 0 1 0

0 1 0 1 0

Volume Module:

Base Vol: 2 1517 109 79 962 4 2 10 3 142 4 138

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 3 2260 162 118 1433 6 3 15 4 212 6 206

Added Vol: 0 0 0 0 2 0 -14 0 0 2 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 3 2260 162 118 1435 6 -11 15 4 214 6 206

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 3 2260 162 118 1435 6 0 15 4 214 6 206

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 3 2260 162 118 1435 6 0 15 4 214 6 206

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 3 2260 162 118 1435 6 0 15 4 214 6 206

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.87 0.13 1.00 1.99 0.01 0.00 0.77 0.23 1.00 0.03 0.97

Final Sat.: 1600 2985 215 1600 3187 13 0 1231 369 1600 52 1548

Capacity Analysis Module:

Vol/Sat: 0.00 0.76 0.76 0.07 0.45 0.45 0.00 0.01 0.01 0.13 0.11 0.13

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update

Proposed General Plan Year 2035

Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Santa Fe Avenue (NS) at Vernon Avenue (EW) - #5

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Santa Fe Avenue Vernon Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 1 0 1 0 1 1 0 0 0 1 0 1 0

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Volume Module:

Base Vol: 3 1199 108 122 1245 1 24 20 6 165 7 117

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 4 1787 161 182 1855 1 36 30 9 246 10 174

Added Vol: 0 -1 -1 0 2 -7 -8 0 0 2 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 4 1786 160 182 1857 -5 28 30 9 248 10 174

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 4 1786 160 182 1857 0 28 30 9 248 10 174

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 4 1786 160 182 1857 0 28 30 9 248 10 174

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 4 1786 160 182 1857 0 28 30 9 248 10 174

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.84 0.16 1.00 2.00 0.00 0.42 0.45 0.13 1.00 0.19 0.81

Final Sat.: 1600 2937 263 1600 3200 0 668 717 215 1600 310 1290

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Capacity Analysis Module:

Vol/Sat: 0.00 0.61 0.61 0.11 0.58 0.00 0.02 0.04 0.04 0.15 0.03 0.14

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue						Vernon Avenue/Pacific Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Protected			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	2

Volume Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard		
Base Vol:	89	997	19	94	770	240	142	235	90	26	384	482
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	133	1486	28	140	1147	358	212	350	134	39	572	718
Added Vol:	0	0	0	0	4	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1486	28	140	1151	358	212	350	134	39	572	718
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1486	28	140	1151	358	212	350	134	39	572	718
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1486	28	140	1151	358	212	350	134	39	572	718
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1486	28	140	1151	358	212	350	134	39	572	718

Saturation Flow Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.53	0.47	1.00	2.17	0.83	1.00	2.00	2.00
Final Sat.:	1600	3140	60	1600	2442	758	1600	3471	1329	1600	3200	3200

Capacity Analysis Module:	Santa Fe Avenue			Santa Fe Avenue			Vernon Avenue/Pacific Boulevard			Vernon Avenue/Pacific Boulevard		
Vol/Sat:	0.08	0.47	0.47	0.09	0.47	0.47	0.13	0.10	0.10	0.02	0.18	0.22
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Santa Fe Avenue (NS) at Vernon Avenue/Pacific Boulevard (EW) - #

Cycle (sec): 100 Critical Vol./Cap. (X): 1.062
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Approach:	North Bound		South Bound			East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Protected			Protected		Prot+Permit				
Rights:	Include		Include			Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0

Volume Module:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Base Vol:	100	863	26	170	1083	155	170	358	64	30	285	267
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	149	1286	39	253	1614	231	253	533	95	45	425	398
Added Vol:	0	-2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	1284	39	253	1617	231	253	533	95	45	425	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	1284	39	253	1617	231	253	533	95	45	425	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	1284	39	253	1617	231	253	533	95	45	425	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	1284	39	253	1617	231	253	533	95	45	425	398

Saturation Flow Module:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	2.55	0.46	1.00	2.00	2.00
Final Sat.:	1600	3106	94	1600	2800	400	1600	4072	728	1600	3200	3200

Capacity Analysis Module:	Santa Fe Avenue					Vernon Avenue/Pacific Boulevard						
Vol/Sat:	0.09	0.41	0.41	0.16	0.58	0.58	0.16	0.13	0.13	0.03	0.13	0.12
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap.(X): 1.127
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street					26th Street				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit			Prot+Permit		Prot+Permit		
Rights:	Ignore		Include			Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	0	1	

Volume Module:	Soto Street		Soto Street			26th Street		26th Street	
Base Vol:	121	1203	56	117	1069	104	39	92	43
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	180	1792	83	174	1593	155	58	137	64
Added Vol:	0	14	0	0	1	0	4	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1806	83	174	1594	155	62	138	64
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1806	0	174	1594	155	62	138	64
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1806	0	174	1594	155	62	138	64
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1806	0	174	1594	155	62	138	64

Saturation Flow Module:	Soto Street		Soto Street			26th Street		26th Street	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1093	507	1600

Capacity Analysis Module:	Soto Street		Soto Street			26th Street		26th Street	
Vol/Sat:	0.11	0.56	0.00	0.11	0.50	0.10	0.04	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Soto Street (NS) at 26th Street (EW) - #7

Cycle (sec): 100 Critical Vol./Cap. (X): 1.314
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street					26th Street				
Approach:	North Bound		South Bound			East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit			Prot+Permit		Prot+Permit		
Rights:	Ignore		Include			Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	0	1	

Volume Module:	Soto Street		Soto Street			26th Street		26th Street	
Base Vol:	59	1178	46	225	1407	51	97	385	65
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	88	1755	69	335	2096	76	145	574	97
Added Vol:	0	9	0	0	-7	-3	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1764	69	335	2089	73	148	575	97
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1764	0	335	2089	73	148	575	97
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1764	0	335	2089	73	148	575	97
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	1764	0	335	2089	73	148	575	97

Saturation Flow Module:	Soto Street		Soto Street			26th Street		26th Street	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.86	0.14
Final Sat.:	1600	3200	1600	1600	3200	1600	1369	231	1600

Capacity Analysis Module:	Soto Street		Soto Street			26th Street		26th Street	
Vol/Sat:	0.05	0.55	0.00	0.21	0.65	0.05	0.09	0.42	0.42
Crit Moves:	****			****			****		****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 1.060

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street				Bandini Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	0	1	0	2	1	0

Volume Module:

Base Vol:	69	1166	84	56	966	127	102	303	59	165	619	103
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	103	1737	125	83	1439	189	152	451	88	246	922	153
Added Vol:	0	3	0	6	0	0	0	1	0	2	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1740	125	89	1439	189	152	452	88	248	922	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1740	125	89	1439	189	152	452	88	248	922	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1740	125	89	1439	189	152	452	88	248	922	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1740	125	89	1439	189	152	452	88	248	922	162

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.77	0.23	1.00	2.51	0.49	1.00	2.55	0.45
Final Sat.:	1600	2985	215	1600	2828	372	1600	4019	781	1600	4081	719

Capacity Analysis Module:

Vol/Sat:	0.06	0.58	0.58	0.06	0.51	0.51	0.09	0.11	0.11	0.15	0.23	0.23
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Soto Street (NS) at Bandini Boulevard (EW) - #8

Cycle (sec): 100 Critical Vol./Cap.(X): 1.111

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street				Bandini Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	2	1

Volume Module:

Base Vol:	39	1033	130	116	1348	75	170	574	60	124	377	62
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	58	1539	194	173	2009	112	253	855	89	185	562	92
Added Vol:	0	1	-1	-1	-1	0	0	0	0	1	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	1540	193	172	2008	112	253	855	89	186	562	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1540	193	172	2008	112	253	855	89	186	562	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1540	193	172	2008	112	253	855	89	186	562	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1540	193	172	2008	112	253	855	89	186	562	95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.89	0.11	1.00	2.72	0.28	1.00	2.56	0.44
Final Sat.:	1600	2844	356	1600	3031	169	1600	4346	454	1600	4103	697

Capacity Analysis Module:

Vol/Sat:	0.04	0.54	0.54	0.11	0.66	0.66	0.16	0.20	0.20	0.12	0.14	0.14
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street					Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Split Phase		Split Phase			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	1	1	0	0	1	0		

Volume Module:

Base Vol:	62	1028	20	63	899	112	53	83	39	9	168	241
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	92	1532	30	94	1340	167	79	124	58	13	250	359
Added Vol:	0	3	0	0	-1	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1535	30	94	1339	169	79	124	58	13	250	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1535	30	94	1339	169	79	124	58	13	250	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1535	30	94	1339	169	79	124	58	13	250	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1535	30	94	1339	169	79	124	58	13	250	359

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.78	0.22	0.61	0.95	0.45	0.04	0.96	1.00
Final Sat.:	1600	3139	61	1600	2841	359	969	1518	713	69	1531	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.49	0.49	0.06	0.47	0.47	0.08	0.08	0.08	0.19	0.16	0.22
Crit Moves:	****			****			****					****

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Soto Street (NS) at Vernon Avenue (EW) - #9

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Soto Street				Vernon Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Split Phase		Split Phase		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	0

Volume Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Base	Adj	Base	Adj	Base	Adj	Base	Adj
Base Vol:	48	872	14	141	1268	48	106	204
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	72	1299	21	210	1889	72	158	304
Added Vol:	0	1	0	0	-1	2	-1	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	72	1300	21	210	1888	74	157	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	1300	21	210	1888	74	157	304
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	72	1300	21	210	1888	74	157	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	1300	21	210	1888	74	157	304

Saturation Flow Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj	Sat/Lane	Adj
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.93	0.08	0.55	1.06
Final Sat.:	1600	3149	51	1600	3080	120	875	1694

Capacity Analysis Module:	Soto Street		Soto Street		Vernon Avenue		Vernon Avenue	
	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves	Vol/Sat	Crit Moves
Vol/Sat:	0.04	0.41	0.41	0.13	0.61	0.61	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.969

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street						Leonis Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	41	880	46	81	635	62	76	212	21	88	494	132
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	61	1311	69	121	946	92	113	316	31	131	736	197
Added Vol:	0	0	0	-1	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1311	69	120	946	92	113	316	31	131	736	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1311	69	120	946	92	113	316	31	131	736	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1311	69	120	946	92	113	316	31	131	736	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1311	69	120	946	92	113	316	31	131	736	200

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	1.00	1.82	0.18	1.00	1.57	0.43
Final Sat.:	1600	3041	159	1600	2915	285	1600	2912	288	1600	2517	683

Capacity Analysis Module:

Vol/Sat:	0.04	0.43	0.43	0.07	0.32	0.32	0.07	0.11	0.11	0.08	0.29	0.29
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Soto Street (NS) at Leonis Boulevard (EW) - #10

Cycle (sec): 100 Critical Vol./Cap.(X): 0.899
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street				Leonis Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	

Volume Module:	Soto Street		Leonis Boulevard	
Base Vol:	19	674	93	124
Growth Adj:	1.49	1.49	1.49	1.49
Initial Bse:	28	1004	139	185
Added Vol:	0	0	0	-1
PasserByVol:	0	0	0	0
Initial Fut:	28	1004	139	184
User Adj:	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00
PHF Volume:	28	1004	139	184
Reduct Vol:	0	0	0	0
Reduced Vol:	28	1004	139	184
PCE Adj:	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00
FinalVolume:	28	1004	139	184

Saturation Flow Module:	Soto Street		Leonis Boulevard	
Sat/Lane:	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00
Final Sat.:	1600	2812	388	1600

Capacity Analysis Module:	Soto Street		Leonis Boulevard	
Vol/Sat:	0.02	0.36	0.36	0.11
Crit Moves:	0.53	0.53	0.08	0.20

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Street Name:	Soto Street						Fruitland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	0	1	0	0

Volume Module:

Base Vol:	89	798	25	44	509	184	85	140	23	28	235	74
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	133	1189	37	66	758	274	127	209	34	42	350	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1189	37	66	758	274	127	209	34	42	350	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1189	37	66	758	274	127	209	34	42	350	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1189	37	66	758	274	127	209	34	42	350	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1189	37	66	758	274	127	209	34	42	350	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.47	0.53	1.00	0.86	0.14	1.00	0.76	0.24
Final Sat.:	1600	3103	97	1600	2350	850	1600	1374	226	1600	1217	383

Capacity Analysis Module:

Vol/Sat:	0.08	0.38	0.38	0.04	0.32	0.32	0.08	0.15	0.15	0.03	0.29	0.29
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Soto Street (NS) at Fruitland Avenue (EW) - #11

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Street Name:	Soto Street						Fruitland Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	51	544	36	86	862	93	169	335	49	25	169	52
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	76	811	54	128	1284	139	252	499	73	37	252	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	811	54	128	1284	139	252	499	73	37	252	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	811	54	128	1284	139	252	499	73	37	252	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	811	54	128	1284	139	252	499	73	37	252	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	811	54	128	1284	139	252	499	73	37	252	77

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.81	0.19	1.00	0.87	0.13	1.00	0.76	0.24
Final Sat.:	1600	3001	199	1600	2888	312	1600	1396	204	1600	1224	376

Capacity Analysis Module:

Vol/Sat:	0.05	0.27	0.27	0.08	0.44	0.44	0.16	0.36	0.36	0.02	0.21	0.21
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.199
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street						Slauson Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	280	909	235	19	162	22	59	688	129	181	859	45
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	417	1354	350	28	241	33	88	1025	192	270	1280	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	1354	350	28	241	33	88	1025	192	270	1284	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	1354	350	28	241	33	88	1025	192	270	1284	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	1354	350	28	241	33	88	1025	192	270	1284	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	417	1354	350	28	241	33	88	1025	192	270	1284	67

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.59	0.41	1.00	1.76	0.24	1.00	1.68	0.32	1.00	1.90	0.10
Final Sat.:	1600	2543	657	1600	2817	383	1600	2695	505	1600	3041	159

Capacity Analysis Module:

Vol/Sat:	0.26	0.53	0.53	0.02	0.09	0.09	0.05	0.38	0.38	0.17	0.42	0.42
Crit Moves:	****			****			****			****		

Vernon General Plan Circulation Element Update
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Boyle Avenue/State Street (NS) at Slauson Avenue (EW) - #12

Cycle (sec): 100 Critical Vol./Cap.(X): 1.334
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Boyle Avenue/State Street				Slauson Avenue				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Prot+Permit		Prot+Permit		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1

Volume Module:

Base Vol:	132	224	122	55	771	42	30	860	219	248	855	23
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	197	334	182	82	1149	63	45	1281	326	370	1274	34
Added Vol:	0	0	0	0	0	0	0	-2	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	334	182	82	1149	63	45	1279	326	370	1276	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	334	182	82	1149	63	45	1279	326	370	1276	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	334	182	82	1149	63	45	1279	326	370	1276	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	334	182	82	1149	63	45	1279	326	370	1276	34

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.29	0.71	1.00	1.90	0.10	1.00	1.59	0.41	1.00	1.95	0.05
Final Sat.:	1600	2072	1128	1600	3035	165	1600	2550	650	1600	3116	84

Capacity Analysis Module:

Vol/Sat:	0.12	0.16	0.16	0.05	0.38	0.38	0.03	0.50	0.50	0.23	0.41	0.41
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Downey Road						Washington Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	199	960	36	35	656	208	131	108	133	79	531	87
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	297	1430	54	52	977	310	195	161	198	118	791	130
Added Vol:	0	6	0	0	1	0	2	4	2	1	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	1436	54	52	978	310	197	165	200	119	794	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	1436	54	52	978	310	197	165	200	119	794	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1436	54	52	978	310	197	165	200	119	794	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	1436	54	52	978	310	197	165	200	119	794	131
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.19	0.45	0.03	0.03	0.31	0.19	0.12	0.05	0.13	0.07	0.25	0.08
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Downey Road (NS) at Washington Boulevard (EW) - #13

Cycle (sec): 100 Critical Vol./Cap.(X): 1.019
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road						Washington Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1

Volume Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Base Vol:	132	838	73	109	964	188	172	688	290	29	240	30
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	197	1249	109	162	1436	280	256	1025	432	43	358	45
Added Vol:	-1	4	-1	-1	-3	-1	2	2	2	1	-1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	1253	108	161	1433	279	258	1027	434	44	357	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	1253	108	161	1433	279	258	1027	434	44	357	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1253	108	161	1433	279	258	1027	434	44	357	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	196	1253	108	161	1433	279	258	1027	434	44	357	46
OvlAdjVol:	238											

Saturation Flow Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Downey Road			Downey Road			Washington Boulevard			Washington Boulevard		
Vol/Sat:	0.12	0.39	0.07	0.10	0.45	0.17	0.16	0.32	0.27	0.03	0.11	0.03
OvlAdjV/S:	0.15											
Crit Moves:	****	****					****	****				

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road						Bandini Boulevard								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	50	846	109	51	481	173	50	258	45	167	740	141
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	75	1261	162	76	717	258	75	384	67	249	1103	210
Added Vol:	0	1	0	0	3	0	4	24	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1262	162	76	720	258	79	408	67	249	1106	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1262	162	76	720	258	79	408	67	249	1106	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1262	162	76	720	258	79	408	67	249	1106	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1262	162	76	720	258	79	408	67	249	1106	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	2880	2689	511

Capacity Analysis Module:

Vol/Sat:	0.05	0.39	0.10	0.05	0.22	0.16	0.05	0.13	0.04	0.09	0.41	0.41
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Downey Road (NS) at Bandini Boulevard (EW) - #14

Cycle (sec): 100 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Downey Road					Bandini Boulevard							
Approach:	North Bound		South Bound			East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected			Protected		Protected					
Rights:	Include		Include			Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1

Volume Module:	Downey Road		Downey Road			Bandini Boulevard		Bandini Boulevard			Bandini Boulevard		Bandini Boulevard	
Base Vol:	50	843	204	199	1022	81	150	611	205	156	291	82		
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49		
Initial Bse:	75	1256	304	297	1523	121	224	910	305	232	434	122		
Added Vol:	0	-1	0	0	2	-2	3	18	0	0	-11	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	75	1255	304	297	1525	119	227	928	305	232	423	122		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	75	1255	304	297	1525	119	227	928	305	232	423	122		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	75	1255	304	297	1525	119	227	928	305	232	423	122		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	75	1255	304	297	1525	119	227	928	305	232	423	122		

Saturation Flow Module:	Downey Road		Downey Road			Bandini Boulevard		Bandini Boulevard			Bandini Boulevard		Bandini Boulevard	
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00		
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.55	0.45		
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	2880	2482	718		

Capacity Analysis Module:	Downey Road		Downey Road			Bandini Boulevard		Bandini Boulevard			Bandini Boulevard		Bandini Boulevard	
Vol/Sat:	0.05	0.39	0.19	0.19	0.48	0.07	0.14	0.29	0.19	0.08	0.17	0.17		
Crit Moves:	****			****			****			****				

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Downey Road Slauson Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Split Phase Split Phase Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 1 0 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 8 20 8 131 42 93 101 703 20 1 1134 455

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 12 30 12 195 63 139 150 1047 30 1 1690 678

Added Vol: 0 0 0 0 0 4 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 12 30 12 195 63 143 150 1047 30 1 1690 678

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 12 30 12 195 63 143 150 1047 30 1 1690 678

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 12 30 12 195 63 143 150 1047 30 1 1690 678

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 12 30 12 195 63 143 150 1047 30 1 1690 678

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.31 0.69 1.00 1.94 0.06 0.00 1.43 0.57

Final Sat.: 1600 1600 1600 1600 488 1112 1600 3111 89 2 2282 916

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.01 0.02 0.01 0.12 0.13 0.13 0.09 0.34 0.34 0.00 0.74 0.74

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Downey Road (NS) at Slauson Avenue (EW) - #15

Cycle (sec): 100 Critical Vol./Cap.(X): 1.073

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Downey Road Slauson Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Split Phase Split Phase Permitted Permitted

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 1 0 1 1 0 0 1 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 18 29 45 398 25 158 112 1068 4 1 829 153

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 27 43 67 593 37 235 167 1591 6 1 1235 228

Added Vol: 0 0 0 0 0 0 2 -2 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 27 43 67 593 37 237 165 1591 6 1 1235 228

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 27 43 67 593 37 237 165 1591 6 1 1235 228

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 27 43 67 593 37 237 165 1591 6 1 1235 228

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 27 43 67 593 37 237 165 1591 6 1 1235 228

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 1.00 1.00 1.00 0.14 0.86 1.00 1.99 0.01 0.00 1.69 0.31

Final Sat.: 1600 1600 1600 1600 217 1383 1600 3188 12 3 2699 498

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.02 0.03 0.04 0.37 0.17 0.17 0.10 0.50 0.50 0.00 0.46 0.46

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update

Proposed General Plan Year 2035

Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.725

Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: F

Street Name: Atlantic Boulevard Bandini Boulevard

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Ignore Include Ignore

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 4 0 1 1 0 3 1 1 1 1 1 0 1 0 1 0 2

Volume Module:

Base Vol: 93 661 1149 22 622 717 178 519 139 200 236 170

Growth Adj: 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49 1.49

Initial Bse: 139 985 1712 33 927 1068 265 773 207 298 352 253

Added Vol: 1 19 3 0 -1 0 6 3 15 1 1 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 140 1004 1715 33 926 1068 271 776 222 299 353 255

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

PHF Volume: 140 1004 1715 33 926 0 271 776 222 299 353 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 140 1004 1715 33 926 0 271 776 222 299 353 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00

FinalVolume: 140 1004 1715 33 926 0 271 776 222 299 353 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 4.00 1.00 1.00 4.00 1.00 1.00 2.56 0.44 1.00 1.00 2.00

Final Sat.: 1600 6400 1600 1600 6400 1600 1600 4088 712 1600 1600 3200

Capacity Analysis Module:

Vol/Sat: 0.09 0.16 1.07 0.02 0.14 0.00 0.17 0.19 0.31 0.19 0.22 0.00

Crit Moves: **** **** **** ****

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Atlantic Boulevard (NS) at Bandini Boulevard (EW) - #16

Cycle (sec): 100 Critical Vol./Cap.(X): 1.598
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard						Bandini Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	4	0	1	1	1	1	1	0	1	2

Volume Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Base Vol:	53	710	798	34	1025	260	449	582	404	279	152	476
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	79	1058	1189	51	1527	387	669	867	602	416	226	709
Added Vol:	-7	5	0	0	0	-1	5	0	12	1	-1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1063	1189	51	1527	386	674	867	614	417	225	711
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	72	1063	1189	51	1527	0	674	867	614	417	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1063	1189	51	1527	0	674	867	614	417	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	72	1063	1189	51	1527	0	674	867	614	417	225	0

Saturation Flow Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	4.00	1.00	1.00	4.00	1.00	1.31	1.86	0.83	1.00	1.00	2.00
Final Sat.:	1600	6400	1600	1600	6400	1600	2099	2974	1326	1600	1600	3200

Capacity Analysis Module:	Atlantic Boulevard			Atlantic Boulevard			Bandini Boulevard			Bandini Boulevard		
Vol/Sat:	0.04	0.17	0.74	0.03	0.24	0.00	0.32	0.29	0.46	0.26	0.14	0.00
Crit Moves:	****	****		****			****	****		****		

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Morning Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Street Name:	Atlantic Boulevard				District Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Split Phase		Split Phase		
Rights:	Include		Ignore		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	2	0	1

Volume Module:	Atlantic Boulevard				District Boulevard							
Base Vol:	279	1132	4	122	670	934	510	62	32	3	249	94
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	416	1687	6	182	998	1392	760	92	48	4	371	140
Added Vol:	0	0	-1	-13	3	1	4	-2	0	1	2	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1687	5	169	1001	1393	764	90	48	5	373	154
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	416	1687	5	169	1001	0	764	90	48	5	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1687	5	169	1001	0	764	90	48	5	373	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	416	1687	5	169	1001	0	764	90	48	5	373	0

Saturation Flow Module:	Atlantic Boulevard				District Boulevard						
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	2.00	1.00	1.00	0.03	1.97
Final Sat.:	1600	4786	14	1600	4800	1600	2880	1600	1600	46	3154

Capacity Analysis Module:	Atlantic Boulevard				District Boulevard						
Vol/Sat:	0.26	0.35	0.35	0.11	0.21	0.00	0.27	0.06	0.03	0.12	0.12
Crit Moves:	****			****			****			****	

Vernon General Plan Circulation Element Update
Proposed General Plan Year 2035
Evening Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Atlantic Boulevard (NS) at District Boulevard (EW) - #17

Cycle (sec): 100 Critical Vol./Cap.(X): 1.080
Loss Time (sec): 10 (Y+R=0.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: F

Street Name:	Atlantic Boulevard				District Boulevard				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit		Split Phase		Split Phase		
Rights:	Include		Ignore		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	1	0	1	2	0	1

Volume Module:	Atlantic Boulevard				District Boulevard							
Base Vol:	71	717	4	84	1158	351	1025	259	218	4	49	90
Growth Adj:	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49	1.49
Initial Bse:	106	1068	6	125	1725	523	1527	386	325	6	73	134
Added Vol:	0	-2	0	4	3	4	-2	1	0	0	0	-1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1066	6	129	1728	527	1525	387	325	6	73	133
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	106	1066	6	129	1728	0	1525	387	325	6	73	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1066	6	129	1728	0	1525	387	325	6	73	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	106	1066	6	129	1728	0	1525	387	325	6	73	0

Saturation Flow Module:	Atlantic Boulevard				District Boulevard							
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	3.00	1.00	2.00	1.00	1.00	0.15	1.85	1.00
Final Sat.:	1600	4773	27	1600	4800	1600	2880	1600	1600	242	2958	1600

Capacity Analysis Module:	Atlantic Boulevard				District Boulevard							
Vol/Sat:	0.07	0.22	0.22	0.08	0.36	0.00	0.53	0.24	0.20	0.02	0.02	0.00
Crit Moves:	****			****			****			****		

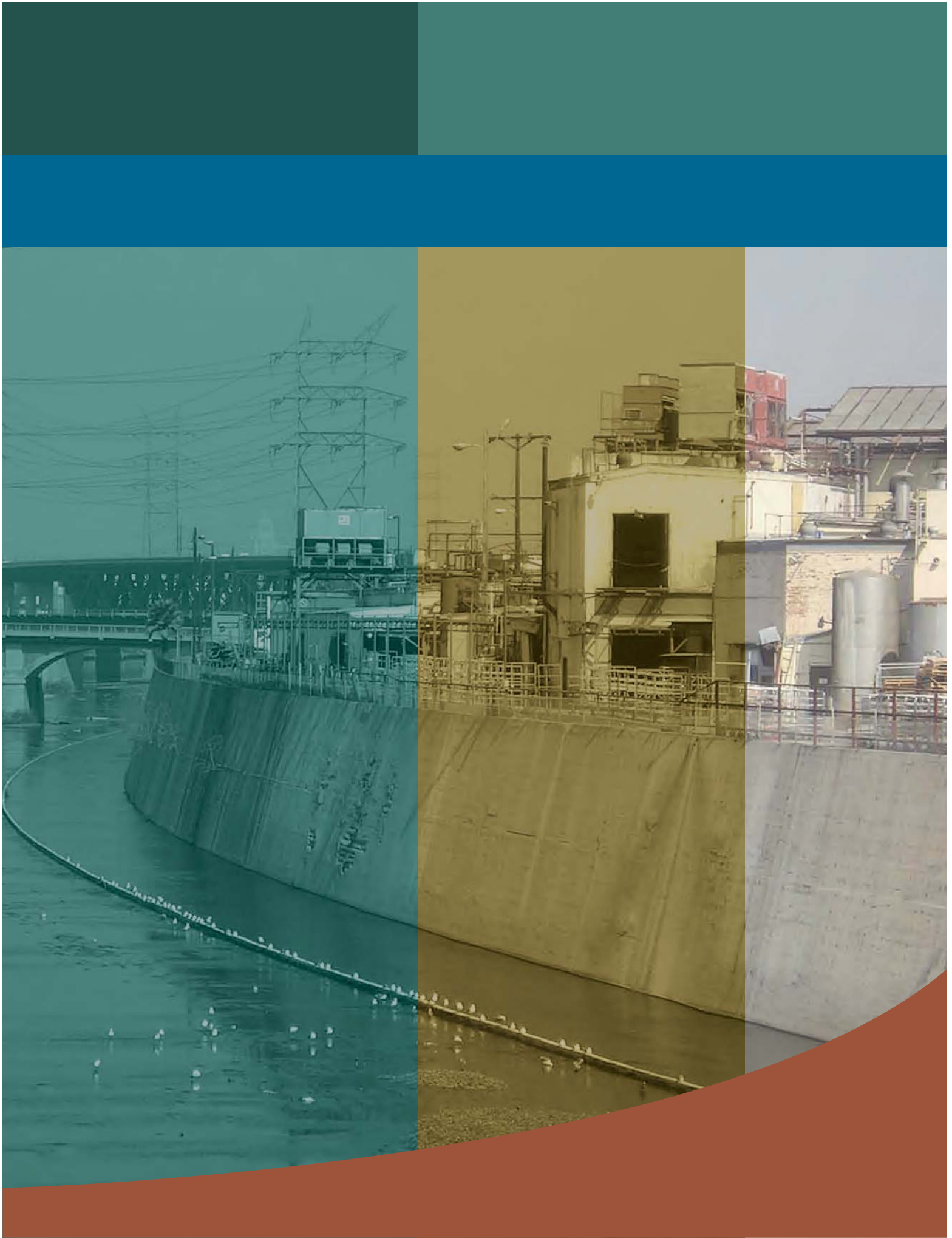


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Attachment F

City of Vernon
Focused General Plan and
Zoning Ordinance Update
Final Environmental Impact Report

SCH No. 2007061031
March 2015

Lead Agency:

City of Vernon
4305 S. Santa Fe Avenue
Vernon, CA 90058

This document is designed for double-sided printing to conserve natural resources.

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1 Introduction

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15089 and 15132 of the State CEQA Guidelines. As noted in Section 15089(b) of the Guidelines, the focus of a FEIR should be on responses to comments on the Draft Supplemental Environmental Impact Report (Draft SEIR). Accordingly, this document incorporates the City of Vernon Focused General Plan and Zoning Ordinance Update Draft SEIR, Volumes I through II (State Clearinghouse No. 2007061031) by reference, in its entirety. The Draft SEIR is available for review at the City of Vernon, 4305 South Santa Fe Avenue, Vernon, California 90058 and on the City's web site (www.cityofvernon.org). The contents of this FEIR include:

Section 1: Introduction

Section 2: Responses to Comments

The City published a Notice of Availability and circulated the Draft SEIR for public review and comment for a 45-day review period from December 4, 2014 through January 20, 2015. A total of three different pieces of correspondences were submitted to the City during the review period. This section includes a list of all correspondence submitted to the City of Vernon, each identified by a letter for later reference, together with the authors and the dates the letters were issued. Following this list, all of the letters are presented, with numbered brackets to highlight specific comments that are responded to in the next section.

Review of Environmental Documents

Section 15204 of the California Environmental Quality Act (CEQA) Guidelines provides guidance to the public and public agencies in reviewing CEQA documents. This section is designed not to limit the scope of comments that can be submitted but to focus comments on issues that are substantive to the environmental analysis. Commenting entities should focus on the adequacy of the document in identifying and analyzing impacts to the environment, and should identify any areas they believe to be inadequate. The guidance indicates that comments should be submitted in a manner that:

- Identifies a specific environmental effect
- Supports the effect and its significance with substantial evidence

Comments should include alternatives or mitigation measures to avoid or reduce identified, specific environmental effects. This section reiterates that the lead agency is bound by "reasonableness" and "good faith" in its analysis and that the lead agency is not required to respond to comments on the FEIR that do not identify significant environmental issues.

Each response provided in this Final EIR is coded to correspond to the individual comment/author and each of the bracketed comments in that letter. A summary table is included with each response to identify if the response introduces "new

significant information” under any of the four categories identified in Section 15088 et seq. of the CEQA Guidelines.

Evaluation of Comments

Section 15088 et seq. of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during circulation of the Draft SEIR. To summarize:

- The lead agency must evaluate all comments received during the public review period and prepare a written response to comments on significant environmental issues.
- The lead agency must provide the response to the commenting entity at least 10 days prior to certification of the EIR.
- The response must:
 - Identify any significant environmental issues raised in the comment;
 - Explain, if necessary, why any recommendations provided in the comment were not accepted; and
 - Be supported by reasoned analysis.
- Responses may be provided as direct revisions to the DEIR or as a separate section of the FEIR with marginal notes in the DEIR text indicated that it was subsequently revised.

A lead agency is required to recirculate the DEIR if “significant new information” is introduced during the public comment period. “Significant new information” includes:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Recirculation is *not* required when new information is not significant; this includes:

- Revisions that clarify or amplify an adequate analysis
- Insignificant modifications (such as spelling and grammar corrections)

Section 3: Errata

This section identifies revisions to the Draft SEIR to incorporate clarifications developed in response to comments on the Draft SEIR. Additions to the text are underlined and deletions have been stricken through. No substantial revisions were made to the Draft SEIR, and recirculation of the document is not required pursuant to CEQA.

Section 4: Notices and Distribution

This consists of notices concerning the release of the Draft SEIR for public review and comment, and the list of agencies, groups and individuals who were sent notices and/or a copy of the Draft SEIR.

2 Responses to Comments

The Draft Supplemental Environmental Impact Report (Draft SEIR) was circulated for a 45-day public review and comment period beginning December 4, 2014 and ending January 20, 2015. Correspondence was received from agencies and the public during this time period.

The correspondence listed in Table 1 (Draft SEIR Comments) was submitted to the City of Vernon concerning the Draft SEIR. Written responses to comments are subsequently provided. The following responses to comments include a summary statement to identify if the response will introduce “new significant information” under any of the four categories identified in Section 15088 et seq. of the CEQA Guidelines or if it does not introduce “new significant information.” The four general categories are:

1. New significant impacts
2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

Table A
DEIR Comments

ID	Commenting Agencies and Individuals	Date
A	Native American Heritage Commission	12/08/14
B	California Department of Transportation – District 7	01/05/15
C	The Ness Companies	01/26/15

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Comment A – Native American Heritage Commission

STATE OF CALIFORNIA

Edmond G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., ROOM 100
West SACRAMENTO, CA 95691
(916) 373-3710
Fax (916) 373-5471



December 8, 2014

RECEIVED

DEC 11 2014

Public Works, Water &
Development Services

S. Kevin Wilson
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

RE: SCH# 2007061031 Focused General Plan and Zoning Ordinance Update, project 103103

Dear Mr. Wilson,

The Native American Heritage Commission (NAHC) has reviewed the Notice of Preparation (NOP) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5-minute quadrangle name, township, range, and section required**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) Guidelines §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered cultural items that are not burial associated, which are addressed in Public Resources Code (PRC) §5097.98, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, PRC §5097.98, and CEQA Guidelines §15064.5(e), address the process to be followed in the event of an accidental discovery of any human remains and associated grave goods in a location other than a dedicated cemetery.

A-1

Sincerely,

Gayle Totton
Associate Government Program Analyst

CC: State Clearinghouse

**Native American Contacts
Los Angeles
December 8, 2014**

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.

Gabrielino Tongva
tattnlaw@gmail.com
(310) 570-6567

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson

1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067
Gabrielino
(310) 428-5690 Cell

Gabrielino/Tongva San Gabriel Band of Mission Indian
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax

Gabrielino Tongva

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson

1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90027
Gabrielino
(626) 676-1184 Cell

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.
Los Angeles, CA 90012
sgoad@gabrielino-tongva.com
(951) 807-0479

Gabrielino Tongva

Gabrielino Band of Mission Indians
Andrew Salas, Chairperson

P.O. Box 393
Covina, CA 91723
gabrielenoindians@yahoo.
(626) 926-4131
Gabrielino

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490
Bellflower, CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino Tongva

Gabrielino-Tongva Tribe
Conrad Acuna

1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90027
Gabrielino

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH # 2007061031 Focused General Plan and Zoning Ordinance Update, Los Angeles County.

**Native American Contacts
Los Angeles
December 8, 2014**

Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH # 2007061031 Focused General Plan and Zoning Ordinance Update, Los Angeles County.

Response A - Native American Heritage Commission

A-1 This comment states that the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect. To adequately assess and mitigate project-related impacts, the comment includes recommended actions, including a record search, archaeological inventory survey, and a Sacred Lands File Check.

The proposed project does not involve any development activity. At the time development applications are received, the City will evaluate the potential impacts to cultural resources on a project-by-project basis pursuant to CEQA/NEPA and may include a Sacred Lands File search and/or tribal consultation, as applicable. The City will comply with all applicable state and federal regulations regarding cultural resources. As stated in the 2012 Initial Study prepared for the proposed project, in the unlikely event that resources are discovered, compliance with existing regulatory procedures would be required.

No further response is required. This response does not identify any new information.

Comment B – California Department of Transportation – District 7

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
Help save water!*

January 5, 2015

Mr. S. Kevin Wilson
City of Vernon
4305 Santa Fe Ave.
Vernon, CA 90058

RE: Focused General Plan and Zoning
Ordinance Update-Supplemental
Environmental Impact Report
Vic. LA-710/PM 21.92
SCH # 2007061031
IGR/CEQA No. 141224AL-SEIR

Dear Mr. Wilson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is a Supplemental Environmental Impact Report of the focused General Plan and Zoning Ordinance update.

In Caltrans' Guide for the Preparation of Traffic Impact Studies, December 2002, "The level of service (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs). Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on State highway facilities. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained." The Interstate 710 freeway (I-710) is operating near or at capacity during the peak hours at this time. The off-ramps at southbound I-710 and Bandini Blvd. and at northbound I-710 and Atlantic Blvd. should be analyzed in the General Plan traffic study.

B-1

As a reminder, Caltrans encourages the City to work with neighboring developing cities such as City of Bell and Commerce to resolve any cumulative significant traffic impacts on the State facilities. The plan to work with the neighboring cities should be discussed in the Circulation Element of the General Plan or a new Resolution/Policy should be passed such as follows:

- The City will work with neighboring cities to address cumulative significant traffic impact on the I-710 freeway and on/off ramps as a result of build out of the General Plan
- The City will work with Caltrans to identify potential cumulative traffic impact and

B-2

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Mr. S. Kevin Wilson
January 5, 2015
Page 2

mitigation measures.

- The City will form a fair share fee program working with neighboring cities to improve the State facilities off-ramp operation (I-710 and S Atlantic Blvd.) such as phasing improvement at Atlantic Boulevard/Bandini Boulevard before the I-710 Improvement is implemented.
- The City's existing traffic impact fees will include any State facility improvement as part of the cumulative traffic impact. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps, as well as for bus and rail transit facilities will be in the goals of the City.

B-2 (cont.)

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 141224AL.

Sincerely,



DIANNA WATSON
Branch Chief
Community Planning & LD IGR Review

cc: Scott Morgan, State Clearinghouse

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response B – California Department of Transportation – District 7

- B-1** Caltrans states that a target LOS at the transition between LOS C and LOS D on State highway facilities should be maintained. If an existing State highway is operating at less than the appropriate target LOS, the existing measure of effectiveness should be maintained. Caltrans notes that Interstate 710 (I-710) currently operates near or at capacity during the peak hours and that the off-ramps at southbound I-710 and Bandini Boulevard and at northbound I-710 and Atlantic Boulevard should be analyzed.

The traffic study prepared for the proposed project analyzed the City's arterial street network and included analysis of the Atlantic Boulevard/Bandini Boulevard intersection, which interacts directly with the I-710 on- and off-ramps. As discussed on page 4.4-2 of the SEIR, this intersection directly impacts the freeway interchange, particularly due to the substantial truck traffic in the area and trucks originating from the Hobart Rail Yard. Table 4.4-2 in the SEIR indicates that the Atlantic Boulevard/Bandini Boulevard intersection currently operates at LOS F during both the morning and evening peak periods. Engineering studies sponsored in part by the Gateway Cities Council of Governments call for improvements to the interchange that could include dedicated truck ramps. However, as stated on page 4.4-2 of the SEIR, detailed engineering plans and studies for this interchange will continue to concert with broader plans for improvements to I-710, with expected improvements to the interchange to be accomplished prior to 2030. The timing will depend upon State approvals and funding. The environmental documents for the I-710 improvement project, outlining the alternatives for this interchange, have yet to be released. Once implemented, the interchange improvements are expected to relieve a major traffic bottleneck and improve safety by separating autos from heavy truck traffic.

This comment does not identify any significant new information and does not comment on the adequacy of the environmental analysis in the SEIR.

- B-2** Caltrans encourages the City of Vernon to work with neighboring cities to resolve traffic impacts on the freeways and State highways, particularly with regard to:
- I-710 freeway on/off ramps
 - Cumulative traffic impacts
 - The need for fair-share payment of improvements at Atlantic Boulevard/Bandini Boulevard precedent to completion of the I-710 improvement project
 - Payment of traffic impact fees

The Vernon General Plan Circulation Element already contains the following policies focused on regional cooperation to improve mobility, including both physical improvements and increased use of alternative transit modes.

Policy CI-1.7: Encourage the continued improvement of services provided by the Los Angeles County Metropolitan Transit Authority to Vernon and adjacent cities to provide good access from home to job to job to home for persons employed in Vernon.

Policy CI-1.9: Continue to work with Caltrans and neighboring jurisdictions to improve the Atlantic/Bandini/I-710 intersection and to make improvements to the I-710 Freeway, including direct truck ramps to the rail yards and exploring the potential for adding an interchange at Slauson Avenue to improve access to the City.

Policy CI-1.12: Consider installing and maintaining an ATSAC system to improve traffic flow.

Policy CI-1.13: Cooperate with the Metropolitan Transportation Authority and other local agencies in their efforts to complete a bicycle path along the levee of the Los Angeles River connecting to adjacent jurisdictions.

The Gateway Cities Council of Governments, in which Vernon and adjacent jurisdictions participate, has initiated preparation of a Strategic Transportation Plan for the region. The consultant leading the effort will be completing a detailed study of freeways and arterials within the Gateway Cities region, with the goal of identifying a multitude of ways to improve regional mobility. The study will address multimodal mobility, including the improvements identified by Caltrans to I-710 ramps and the Atlantic Boulevard/Bandini Boulevard interchange. Also, the study will identify funding and financing strategies. The City notes that longer-term enhancements to the ramps and interchange will be accomplished as part of Caltrans' I-710 improvement project.

With regard to funding of long-term improvements, Vernon does not charge traffic impact fees at this time. Any improvements to the street/circulation system are funded consistent with Capital Improvement Program directives, with funding sources such as the general fund, gas tax proceeds, and grants. Other agencies are responsible for funding improvements to regional facilities such as freeway segments, interchanges, and ramps, and bus and transit facilities. State gas tax and other revenue sources—to which the City of Vernon and property and business owners contribute—pay for such improvements.

This comment does not identify any significant new information and does not comment on the adequacy of the environmental analysis in the SEIR.

Comment C – The Ness Companies

RECEIVED

FEB 02 2015

**Public Works, Water &
Development Services**

The Ness Companies
Nemax, Inc. - TRI-Ness - KLN Development, LLC

Commercial Property Management and Development

January 26, 2015

City of Vernon

Mr. S. Kevin Wilson, PE, Director, Sergio Canales, Assistant Planner

Richard Maisano, Councilmember, Luz A. Martinez, Councilmember

4305 Sante Fe Avenue

Vernon, CA 90058

RE: Zoning Ordinance Amendment - 3121 Fruitland Avenue, Vernon

Dear Sir,

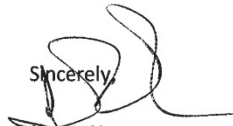
The purpose of this letter is to respond to the Zoning Ordinance Amendment and the upcoming workshops. We would like to thank you for the opportunity to attend the Workshops but unfortunately we will not be able to attend. We would however, like to take the opportunity to make our approved legal nonconforming use status noted for the record.

Our company has owned the property at 3121 Fruitland Ave, Vernon for over the past 50 years as a truck facility and the property has continuously and is currently being used for the purpose of a truck repair and service operation. A letter dated September 1, 2011, from Samuel Kevin Wilson, PE, is attached, concurring that a truck repair facility is considered a legal nonconforming use and the City of Vernon has determined that the subject property has been and may continue to be used for a truck repair operation. Again, the only purpose of this letter is to make our legal nonconforming use noted for the record.

C-1

We again would like to thank you for the opportunity to be a participant in your workshops. Your continued efforts in making our community a success are appreciated.

Sincerely,



James Ness

President/CEO

Attachment: City Letter, Sept. 2011

Corporate Office
28544 Old Town Front Street, Suite 306
Temecula, CA 92590

Phone: (951) 587-1219
Fax: (951) 695-7118



COMMUNITY SERVICES & WATER DEPARTMENT
Samuel Kevin Wilson, Director of Community Services & Water
4305 Santa Fe Avenue, Vernon, California 90058
Telephone (323) 583-8811 Fax (323) 826-1435

September 1, 2011

SF

James Ness
Nemax, Inc. / KLN Development
22498 Whirlaway Court
Canyon Lake, CA 92587

Re: 3121 Fruitland Avenue


Dear Mr. Ness:

The Community Services Department of the City of Vernon has received your letter dated July 27, 2011 in which you detail the current and former uses of the building located at 3121 Fruitland Avenue in the City of Vernon. The City has determined that the subject building has been and may continue to be used for a truck repair operation.

Please note that a truck repair facility is considered a legal nonconforming use. If a change of use of the building were to occur where the building were used for a conforming use the property would lose its nonconforming rights. The property would also lose its nonconforming rights if a major alteration were to occur on the property, building square footage was added to the property or more than 25% of the buildings on the property were to be left vacant in excess of two years. If the property lost its nonconforming rights and Nemax, Inc. at a later date desired to use the buildings for a truck repair operation, in accordance with the City's current Zoning Code, a Conditional Use Permit would be required prior to that use being permitted to operate at the subject site.

If you have any questions please feel free to contact me at (323) 583-8811 ext. 245.

Sincerely,


Samuel Kevin Wilson, P.E.
Director of Community Services & Water

SKW

Exclusively Industrial

Response C – The Ness Companies

- C-1** The commenter notes that for the past five years, the truck repair facility located at 3121 Fruitland Avenue has operated as a legal nonconforming use, as stated in a letter from Samuel Kevin Wilson, Director of Community Services & Water, dated September 1, 2011. This comment does not address the adequacy of the Draft SEIR. No response is required.

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3 Errata

This section is intended to identify revisions to the Draft SEIR to incorporate clarifications developed in response to comments on the Draft SEIR or minor errors corrected through subsequent review.

No clarifications or correction of errors have been identified. Therefore, no modifications to the SEIR have been prepared.

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Notice of Availability



Notice of Availability **City of Vernon** **Department of Community Services & Water**

Date: December 4, 2014

Subject: **Notice of Availability of a Draft Supplemental Environmental Impact Report
Focused General Plan and Zoning Ordinance Update**

The City of Vernon has prepared a Draft Supplemental Environmental Impact Report (SEIR) for the proposed project identified below. The SEIR includes an analysis of potential environmental impacts associated with the proposed project. Unavoidable significant impacts have been identified related to transportation/traffic, as was previously identified in the certified EIR. No other significant, unavoidable impacts have been identified. With regard to hazardous materials, sites enumerated under California Government Code 65962.5 are present within the City, as was previously identified in the certified EIR. No active cease and desist orders or solid waste disposal facilities with known migration of hazardous waste exist within the City.

The Draft SEIR will be available for review and comment for 45 days commencing December 4, 2014 and ending January 19, 2015. Any person wishing to comment on the DEIR may provide written comments to S. Kevin Wilson, Director of Public Works, Water and Development Services, at the City of Vernon, Planning Division, 4305 S. Santa Fe Avenue, Vernon, California 90058. Please include the name of a designated contact person in your agency. Please contact the Vernon Community Services Department at (323) 583-8811 if you have any questions. The DEIR is available at:

- 1) City of Vernon, Planning Division, 4305 Santa Fe Ave, Vernon, CA 90058
- 2) Online at <http://www.cityofvernon.org/>

Project Location: The City of Vernon is located in the central portion of Los Angeles County, directly south of downtown Los Angeles. Vernon is adjacent to the cities of Los Angeles, Huntington Park, Maywood, and Commerce.

Project Description: The proposed project consists of: 1) an update to the Land Use Element of the General Plan to expand the locations where commercial uses and trucking and freight terminals can be established in the City; 2) updates to the Land Use, Resources, Safety, and Noise Elements to comply with recently State laws and to update pertinent information; 3) an update to the Implementation Plan with new applicable policies related to the policy changes; 4) revisions to the Zoning Ordinance and Zoning Map to establish and apply a new Truck and Freight Terminal overlay (TF); 5) revisions to the Zoning Ordinance and Zoning Map to replace and expand the existing Commercial Overlay with the new C-1 and C-2 Commercial Overlays; 6) establishing new definitions to address the revisions and other minor amendments to the Zoning Ordinance; 7) establishing a new Minor Conditional Use Permit application; 8) providing standards for digital billboards; and 9) performing additional clean-up, non-substantive revisions to the Zoning Ordinance that do not affect any prior policy directives.

A City Council public hearing on the project will be held on at a later date in the City Council Chambers at 4305 S. Santa Fe Avenue, Vernon, California 90058. Please contact Kevin Wilson as noted above for more information.

Distribution

The Notice of Availability (NOA) was distributed to all agencies on the standard notification list maintained by the Department of Community Services & Water (see following pages) and was posted at City Hall. The NOA and Notice of Completion (NOC) were sent to the State Clearinghouse for distribution to state agencies.

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

L.A. County Board of Supervisors
Director of Planning
James Herli – Room 1390
320 W. Temple Street
Los Angeles, CA 90012

South Coast Air Quality Mgmt District (AQMD)
21865 E. Copley Drive
Diamond Bar, CA 91765

Brian Scanlon
L.A. County Public Works
Mapping & Property Mgmt.
900 S. Fremont Avenue, 10th Floor
Alhambra, CA 91803

City of Commerce
Planning Department
2535 Commerce Way
Commerce, CA 90040

City of Bell
Planning Department
6330 Pine Street
Bell, CA 90201

City of Cudahy
Planning Department
5220 Santa Ana Street
Cudahy, CA 90201

L.A. County Sanitation District
P.O. Box 4998
Whittier, CA 90607

City of Maywood
Planning Department
4319 Slauson Avenue
Maywood, CA 90270

City of Los Angeles
Planning Department
200 North Spring St.
Los Angeles, CA 90012

Lucille Roybal-Allard
Congresswoman
255 E. Temple St., Ste 1860
Los Angeles, CA 90012

Gloria Molina
Board of Supervisors
500 W. Temple St., Ste 856
Los Angeles, CA 90012

City of Long Beach
Office of the City Manager
333 W. Ocean Blvd., 13th floor
Long Beach, CA 90802

E.J. Contreras
Owens-Brockway
2901 Fruitland Avenue
Vernon, CA 90058

California Water Service Comp.
3316 West Beverly Boulevard
Montebello, CA 90640

Marisa Olguin
Chamber of Commerce
3801 Santa Fe Avenue
Vernon, CA 90058

State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

L.A. County Flood Control District
900 S. Fremont Avenue, 8th Floor
Alhambra, CA 91803

L.A. Unified School District
Office of Environmental Health & Safety
333 South Beaudry Ave., 20th Floor
Los Angeles, CA 90017
Attention: Glenn Striegler

Suk Chon
County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91802-1460

John Kinas
United States Aluminum
3663 Bandini Boulevard
Vernon, CA 90023

Ms. Gutierrez
924 S. Mott Street
Los Angeles, CA 90023

James H. Hillands
Heger Realty Corp.
5657 E. Washington Blvd.
Los Angeles, CA 90040

Joseph R. Garruba
California Portland Cement Co.
2025 E. Financial Way
Glendora, CA 91740

J.J. Little
J.J. Little Company, Inc.
9945 Malgar Drive
Whittier, CA 90603

L.R. Luppen
Metal Products Engineering
3050 Leonis Boulevard
Vernon, CA 90058

Ellen Orlando
Karen Lehrer
2300 E. 11th Street
Los Angeles, CA 90021

Maywood Mutual Water Co. 3
6151 Heliotrope Avenue
Maywood, CA 90270

So. Cal Edison
1924 Cashdan Street
Compton, CA 90220
Attn: Mike Frazier

Dave Karrker
California Water Service
5243 E. Sheila Street
Commerce, CA 90022

Reynan L. Ledesma
Department of Water & Power L.A.
111 N. Hope Street
Los Angeles, CA 90012

AT&T
100 W. Alondra Blvd., Rm 202A
Gardena, CA 90248
Attn: Leslie Donaldson

The Gas Company (So. Cal Gas Co.)
P.O. Box 3150
San Dimas, CA 91773

Burlington Northern Santa Fe Railroad
3770 E. Washington Blvd.
Los Angeles, CA 90023
Attn: Dick Ebel

L.A. Junction Railroad
4433 Exchange Avenue
Vernon, CA 90058
Attn: Marion Alexander

Notice of Completion

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2007061031

Project Title: City of Vernon Focused General Plan and Zoning Ordinance Update

Lead Agency: City of Vernon Contact Person: S. Kevin Wilson
 Mailing Address: 4305 Santa Fe Ave. Phone: 323-583-8811
 City: Vernon Zip: 90058 County: Los Angeles

Project Location: County: All parcels in Vernon City/Nearest Community: City of Vernon
 Cross Streets: N/A, entire City Zip Code: 90058
 Longitude/Latitude (degrees, minutes and seconds): _____ N / _____ W Total Acres: _____
 Assessor's Parcel No.: N/A, entire City Section: _____ Twp.: _____ Range: _____ Base: _____
 Within 2 Miles: State Hwy #: I-710, I-5, I-10 Waterways: Los Angeles River
 Airports: none Railways: UP, BNSF Schools: LA USD

Document Type:

CEQA: ☐ NOP ☒ Draft EIR NEPA: ☐ NOI Other: ☐ Joint Document
☐ Early Cons ☒ Supplement/Subsequent EIR ☐ EA ☐ Final Document
☐ Neg Dec (Prior SCH No.) 2007061031 ☐ Draft EIS ☐ Other: _____
☐ Mit Neg Dec Other: _____

Local Action Type:

☒ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: _____

Development Type:

☐ Residential: Units _____ Acres _____ ☐ Transportation: Type _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____
☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Waste Treatment: Type _____ MGD _____
☐ Educational: _____ ☐ Hazardous Waste: Type _____
☐ Recreational: _____ ☐ Other: _____
☐ Water Facilities: Type _____ MGD _____

Project Issues Discussed in Document:

☐ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☐ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☐ Water Supply/Groundwater
☐ Archeological/Historical ☐ Geologic/Seismic ☐ Sewer Capacity ☐ Wetland/Riparian
☐ Biological Resources ☐ Minerals ☐ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☐ Solid Waste ☐ Land Use
☐ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☐ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: Greenhouse gases

Present Land Use/Zoning/General Plan Designation:

Industrial land use; largely industrial zoning

Project Description: (please use a separate page if necessary)

The proposed project consists of: 1) update the Land Use Element to expand where commercial uses and trucking/freight terminals can be established; 2) update and Land Use, Resources, Safety, and Noise Elements to comply with recently passed State laws; 3) update the Implementation Plan with new applicable policies related to the policy changes; 4) revise the Zoning Ordinance and Zoning Map to establish and apply a new Truck and Freight Terminal overlay (TF); 5) revise the Zoning Ordinance and Zoning Map to replace and expand the existing Commercial Overlay; 6) establish new definitions to address the revisions and other minor amendments to the Zoning Ordinance; 7) establish a new Minor Conditional Use Permit Process; 8) provide standards for digital billboards; 9) perform clean-up and non-substantive revisions to the Zoning Ordinance.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District #7	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB #4
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region #5	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input checked="" type="checkbox"/> Health Services, Department of	Other: _____
<input checked="" type="checkbox"/> Housing & Community Development	Other: _____
<input type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date December 4, 2014 Ending Date January 19, 2015

Lead Agency (Complete if applicable):

Consulting Firm: <u>MIG Hogle-Ireland</u>	Applicant: <u>City of Vernon</u>
Address: <u>1500 Iowa Avenue, Suite 110</u>	Address: <u>4305 Santa Fe Avenue</u>
City/State/Zip: <u>Riverside, CA 92507</u>	City/State/Zip: <u>Vernon, CA 90058</u>
Contact: <u>Christopher Brown</u>	Phone: <u>323-583-8811</u>
Phone: <u>951-787-9222</u>	

Signature of Lead Agency Representative: _____ **Date:** 12/3/2014

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

5 Mitigation Monitoring Reporting Program

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE						
Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
Hazards and Hazardous Materials Mitigation Measures						
H-1	The City will continue to implement the provisions of City ordinances to provide for the business occupancy inspection program and the regular inspection of businesses involved in the production, storage, handling, disposals, treatment, emission, discharge, or recycling of hazardous materials. Such activity will be funded as part of the City's annual budgeting process, special tax, and/or will be funded as a fee program.	Ongoing	Conduct regular inspections	Director of Environmental Health		
H-2	<p>At the time any new or revised Hazardous Material Business application for a new business or activity is received for a location within one-quarter mile of any residence, school, hospital, residential assisted care facility, or similar use (sensitive uses may be located within the City or outside its boundaries), or greater distance as may be determined by the Director of Environmental Health Department for particular business types, the City will review the application and determine whether a Health Risk Assessment (HRA) is required pursuant to State law and/or City Ordinance 961 to address any potential impacts to these uses. If an HRA is deemed appropriate and further, if the HRA identifies potential risks associated with the business activity relative to proximity to the residence, school, hospital, residential assisted care facility or similar use, the City shall ensure that action is taken to address such risk. The action may consist of:</p> <ul style="list-style-type: none">- Denying the application within the limits of the Code of the City of Vernon, or- Requiring the business operator to incorporate preventative or ameliorative measures into the business processes or activities to lower the risk to acceptable levels as set forth by federal or state regulations and policies.	<p>At the time a new or revised Hazardous Material Business application is received within one-quarter mile of any sensitive use</p>	Determine the need for a Health Risk Assessment	Director of Environmental Health		

5 Mitigation Monitoring Reporting Program

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
Noise Mitigation Measures						
N-1	Noise Regulations. Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.	Ongoing	Continue enforcing City noise regulations	Director of Community Services & Water		
N-2	Siting of New Businesses and Activities near Sensitive Land Uses. Review all development proposals and building permits within the City to determine whether the proposed use has the potential to exceed City one-hour noise standards. The City's standards are lower at locations near existing residences and schools. As appropriate, require acoustical analysis for all such development and activities near such uses, and determine if mitigation measures are required. Require property and business owners to implement mitigation to achieve City noise standards.	At the time new development proposals and building permits are submitted	As appropriate, require acoustical analysis for new uses near sensitive uses	Director of Community Services & Water		
Transportation and Traffic Mitigation Measures						
T-1	Automated Traffic Surveillance and Control System (ATSAC). Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.	Ongoing	Conduct study on ATSAC system	Public Works Director		
T-2	Coordinate with Adjacent Jurisdictions. Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.	Ongoing	Coordinate with adjacent jurisdictions	Public Works Director		
T-3	Coordinate with Rail Companies. Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.	Ongoing	Coordinate with rail companies	Public Works Director		

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Remarks
T-4	<p>Coordination with Metropolitan Transportation Authority. Work with the Metropolitan Transportation Authority (Metro) to achieve the following:</p> <ul style="list-style-type: none"> - Implement the Metro's Congestion Management Plan (CMP) within the City. - Continue to provide local and regional connections through Metro local and rapid bus lines. - Improve access to local Metro stations. 	Ongoing	Coordinate with Metropolitan Transportation Authority	Public Works Director		
T-5	<p>Minimize Parking Impacts. Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles, including truck trailer storage, employee parking, and visitor parking.</p>	Ongoing	Work with existing businesses and require new development to meet minimum parking standards	Public Works Director		
T-6	<p>Soto Street Widening. At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of rights-of-way to achieve the road standard for Soto Street established in the Circulation and Infrastructure Element. Complete the road widening project at the time adequate rights-of-way have been acquired and/or dedicated.</p>	At the time Soto Street is to be redeveloped or widened	Require the dedication of rights-of-way	Public Works Director		
T-7	<p>Interstate 710 Freeway Improvements. Work with Caltrans on all plans, activities, and projects regarding Interstate 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments on studies and programs regarding the improvements to the I-710 freeway.</p>	Ongoing	Coordinate with Caltrans and the Gateway Cities Council of Governments	Public Works Director		

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
	Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
T-8	Other Improvements. At Santa Fe Avenue and 38 th Street, stripe an eastbound left-turn lane within existing right-of-way to provide additional intersection capacity.	Ongoing	Complete improvement at Santa Fe Avenue and 38 th Street	Public Works Director		

Attachment G

City of Vernon
Focused General Plan and
Zoning Ordinance Update
Findings of Fact and
Statement of Overriding Considerations

SCH 2007061031
March 2015

City of Vernon

This document is designed for double-sided printing to conserve natural resources.



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1 Findings of Fact

Introduction and Purpose

The proposed project addressed in these Findings of Fact is the City of Vernon Focused General Plan and Zoning Ordinance Update.

The California Environmental Quality Act (CEQA) Statutes (Public Resources Code Sections 21000 through 21178), Section 21081 requires the Lead Agency (City of Vernon) to issue written findings for significant impacts identified in the Environmental Impact Report (EIR), accompanied by a brief rationale for each finding. Section 15091 of the CEQA Guidelines states that:

- “(a) No public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding: The possible findings are:
- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 - (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological or other benefits of the project outweigh the significant effects on the environment.”

In accordance with Section 21081 of the CEQA Statutes, whenever significant impacts cannot be substantially mitigated and remain unavoidable, the benefits of the proposed project must be balanced against the unavoidable environmental consequences in determining whether to approve the proposed project. The Lead Agency must make Findings of Fact and adopt a Statement of Overriding Considerations where the decision of the Lead Agency allows the occurrence of significant effects that are identified in the EIR, but are not substantially mitigated.

This document sets forth the City of Vernon’s Findings and Statement of Overriding Considerations, pursuant to Section 21081 of the CEQA Statutes, as supported by substantial evidence in the record.

Project Description

The proposed project is the adoption and implementation of a focused updated to the City of Vernon General Plan, referred to herein as the General Plan, and the adoption of focused amendments to the City of Vernon Zoning Ordinance. The project consists of several components:

- Update the Land Use Element to expand the locations where commercial uses and trucking and freight terminals can be established in the City.

- Update the Land Use, Resources, Safety, and Noise Elements to comply all current State laws and to update pertinent information.
- Update the Implementation Plan with new applicable policies related to the above revised policy changes.
- Revise the Zoning Ordinance and Zoning Map to establish and apply a new Truck and Freight Terminal Overlay (TF) to over approximately 1,065 acres of land zoned for industrial use.
- Revise the Zoning Ordinance and Zoning Map to replace and expand the existing Commercial Overlay with the new C-1 and C-2 Commercial Overlays, with the overlay zones to be applied to approximately 281 acres and 177 acres, respectively.
- Establish a new Minor Conditional Use Permit process.
- Provide standards for digital billboards.
- Perform additional clean-up, non-substantive revisions to the Zoning Ordinance that do not affect any prior policy directives.

Initial Study and Notice of Preparation

In accordance with Section 15063 of the CEQA Guidelines, a Lead Agency must conduct an Initial Study following preliminary review of a proposed project. Based on an initial project description, the City prepared an Initial Study in September of 2012, and prepared and published a Notice of Preparation (NOP). The NOP was circulated for public review and comment for a 30-day review period beginning on September 13, 2012. In accordance with CEQA Guidelines Section 15163, the City, as the Lead Agency, has prepared a Supplement to the previously certified General Plan and Zoning Ordinance Update Program Environmental Impact Report (SCH No. 2007061031).

Mitigation Monitoring Reporting Program

As required by CEQA Statute 21081.6, a program for reporting on and monitoring mitigation measures will be adopted by the Lead Agency.

Location of Documents

The Draft SEIR, Final SEIR, and administrative record for the City of Vernon Focused General Plan and Zoning Ordinance Update are available for review upon request at:

City of Vernon, Community Services Department
4305 South Santa Fe Avenue
Vernon, California 90058
(323) 583-8811

2 Findings on Significant and Unavoidable and Potentially Significant Impacts

Discussion of Findings

Where, as a result of the environmental analysis of the proposed project and the compliance with existing laws, codes, and statutes, and the identification of feasible mitigation measures, potentially significant impacts have been determined by the City to be reduced to a level of less than significant. The City has found in accordance with CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1) that “(c)hanges or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.” Such a finding is referred to herein as **Finding 1**.

Where the City has determined pursuant to CEQA Section 21081(a)(2) and CEQA Guidelines Section 15091(a)(2) that “(t)hose changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,” the City’s finding is referred to as **Finding 2**. For the subject SEIR, this finding is not required to be made because all mitigation is under the jurisdiction of the Lead Agency.

Where, as a result of the environmental analysis of the project, the City has determined that: a) even with the identification of project design features, compliance with existing laws, codes and statutes, and/or the identification of feasible mitigation measures, potentially significant impacts cannot be reduced to a level of less than significant; or b) no feasible mitigation measures or alternatives are available to mitigate the potentially significant impact, the City has found in accordance with CEQA Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3) that “(s)pecific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.” Such a finding is referred to as **Finding 3**.

References for discussion of environmental impacts within the SEIR are noted with each finding. Impact numbers refer to the section number and the threshold letter referenced in the SEIR where the full discussion of impacts is included.

Transportation and Traffic

Impacts 4.4.A and 4.4.B

Long-term implementation of land use policy, in combination with regional contributions to traffic on the local road network, as analyzed in the certified General Plan EIR, resulted in significant and unavoidable impacts. Impacts related to the addition of the Truck and Freight Overlay and the increase in the Commercial Overlay District will not be substantial when compared to the analysis provided in the certified General Plan EIR. Consistent with the certified General Plan EIR, impacts will remain significant and unavoidable.

Evidence supporting the fact that the environmental effects identified in Impacts 4.4.A and 4.4.B are unavoidable is provided in Section 4.4 of the SEIR. The certified General Plan EIR identifies physical improvements to a number of roadways that will improve local and regional traffic flow. Circulation and Infrastructure Element Policy CI-1.12 and Mitigation Measure T-1, over the long term, provide for installation and maintenance of an Intelligent Transportation System (ITS) that will improve traffic flow. Implementation of these improvements is anticipated to increase circulation system performance. Other mitigation measures, listed below, were also incorporated to further reduce potential circulation system impacts related to coordinating with adjacent jurisdictions, agencies, and rail companies to minimize traffic interference. However, due to the lack of right-of-way to make additional physical improvements, lack of local control over regional system elements, and uncertainty in funding, impacts were determined to be significant and unavoidable. Implementation of the Truck and Freight Overlay and the increase in the Commercial

Overlay District will not be substantial when compared to the analysis provided in the certified General Plan EIR. Consistent with the certified General Plan EIR, impacts will remain significant and unavoidable.

- T-1 **Automated Traffic Surveillance and Control System (ATSAC).** Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.
- T-2 **Coordinate with Adjacent Jurisdictions.** Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.
- T-3 **Coordinate with Rail Companies.** Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.
- T-4 **Coordination with Metropolitan Transportation Authority.** Work with the Metropolitan Transportation Authority (Metro) to achieve the following:
 - Implement the Metro's Congestion Management Plan (CMP) within the City.
 - Continue to provide local and regional connections through Metro local and rapid bus lines.
 - Improve access to local Metro stations.
- T-5 **Minimize Parking Impacts.** Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles, including truck trailer storage, employee parking, and visitor parking.
- T-6 **Soto Street Widening.** At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of rights-of-way to achieve the road standard for Soto Street established in the Circulation and Infrastructure Element. Complete the road widening project at the time adequate rights-of-way have been acquired and/or dedicated.
- T-7 **Interstate 710 Freeway Improvements.** Work with Caltrans on all plans, activities, and projects regarding Intersection 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments on studies and programs regarding the improvements to the I-710 freeway.
- T-8 **Other Improvements.** At Santa Fe Avenue and 38th Street, stripe an eastbound left-turn lane within existing right-of-way to provide additional intersection capacity.

Finding

Regarding Impacts 4.4.A and 4.4.B, the City hereby makes **Finding 3** that no feasible mitigation measures or alternatives exist to mitigate the above-discussed potentially significant impacts to less-than-significant levels.

Findings on Significant Impacts that Can Be Mitigated

Hazards and Hazardous Materials

Impacts 4.2.A, 4.2.B, and 4.2.C

Section 4.2 (Hazards and Hazardous Materials) of the SEIR identifies significant impacts involving the use, transport, and disposal of hazardous materials and wastes. The project could result in potentially a significant impact involving the use, transport, and disposal of hazardous materials, as 40 to 60 percent of all businesses in Vernon store, use, or manufacture hazardous materials to the extent that a City hazardous materials permit is required. However, pursuant to the discussion in Section 4.2 of the SEIR, any potentially significant impacts involving hazards can be reduced to a level of insignificance with mitigation and implementation of General Plan policies and actions.

Accordingly, based on substantial evidence in the SEIR and the Public Record of Proceedings, the City finds and declares that, pursuant to CEQA Guidelines 15091(a), changes or alterations have been required in, or incorporated into the project which will avoid, mitigate, or substantially lessen any of the project's impacts involving hazardous materials to a less-than-significant level.

Any impact involving hazards has been eliminated or substantially lessened to a level that is less than significant by virtue of the following mitigation measures as identified by the certified General Plan EIR, and incorporated into the project.

- H-1 The City will continue to implement the provisions of City ordinances to provide for the business occupancy inspection program and the regular inspection of businesses involved in the production, storage, handling, disposal, treatment, emission, discharge, or recycling of hazardous materials. Such activity will be funded as part of the City's annual budgeting process, special tax, and/or will be funded as a fee program.

- H-2 At the time any new or revised Hazardous Material Business application for a new business or activity is received for a location within one-quarter mile of any residence, school, hospital, residential assisted care facility, or similar use (sensitive uses may be located within the City or outside its boundaries), or greater distance as may be determined by the Director of Environmental Health Department for particular business types, the City will review the application and determine whether a Health Risk Assessment (HRA) is required pursuant to State law and/or City Ordinance 961 to address any potential impacts to these uses. If an HRA is deemed appropriate and further, if the HRA identifies potential risks associated with the business activity relative to proximity to the residence, school, hospital, residential assisted care facility or similar use, the City shall ensure that action is taken to address such risk. The action may consist of:
 - Denying the application within the limits of the Code of the City of Vernon, or
 - Requiring the business operator to incorporate preventative or ameliorative measures into the business processes or activities to lower the risk to acceptable levels, as set forth by federal or state regulations and policies.

Mitigation Measure H-1 ensures that the City will continue to provide for the business occupancy inspection program and the regular inspection of businesses. Mitigation Measure H-2 ensures that a Health Risk Assessment will be prepared when the City deems it appropriate to address risks to any nearby sensitive receptors. Therefore, the project will have a less-than-significant impact with mitigation.

Finding

Regarding Impacts 4.2.A, 4.2.B, and 4.2.C, the City hereby makes Finding 1 that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment.

Noise

Section 4.3 of the SEIR analyzes the potential for significant impacts involving noise from long-term implementation of the General Plan land use plan. However, pursuant to the discussion in Section 4.3 of the EIR, any potentially significant impacts related to future development can be reduced to a level of insignificance with mitigation. The City concurs in this analysis.

Accordingly, based on substantial evidence in the EIR and the Public Record of Proceedings, the City finds and declares that, pursuant to CEQA Guidelines 15091(a), changes or alterations have been required in, or incorporated into the Project which will avoid, mitigate, or substantially lessen any future impacts involving short- and long-term noise to a less than significant level.

Implementation of the focused General Plan and Zoning Ordinance update may result in future development with the potential to produce noise during construction and operations. Any impacts related to noise due to future development will be analyzed on a case-by-case basis. Any impact resulting from short- and long-term noise can be substantially lessened to a level that is less than significant by virtue of the following mitigation measures, as identified by the certified General Plan EIR and incorporated into the project.

- N-1 **Noise Regulations.** Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.

- N-2 **Siting of New Businesses and Activities near Sensitive Land Uses.** Review all development proposals and building permits within the City to determine whether the proposed use has the potential to exceed City one-hour noise standards. The City's standards are lower at locations near existing residences and schools. As appropriate, require acoustical analyses for all such development and activities near such uses, and determine if mitigation measures are required. Require property and business owners to implement mitigation to achieve City noise standards.

Mitigation Measures N-1 and N-2 ensure that the City will continue to enforce noise regulations and review all development proposals and building permits to determine whether a proposed use has the potential to exceed City noise standards. Therefore, the project will have a less-than-significant impact with mitigation.

Finding

Regarding impacts related to noise, the City hereby makes Finding 1 that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid significant effects on the environment.

3 Impacts Considered in the Initial Study but Found not to Be Potentially Significant

The City conducted an Initial Study dated September 12, 2012 for the purpose of determining whether the project would result in potentially significant environmental impacts beyond those analyzed in the certified General Plan EIR. The analysis in the Initial Study concluded that, consistent with the certified General Plan EIR, potentially significant impacts would result relative to air quality, hazards and hazardous materials, transportation/traffic, water supply and solid waste, and noise. These impacts were examined in the Supplemental EIR, with the conclusions made in the Final SEIR as presented in Section 2 of this document.

The Initial Study further concluded that no potentially significant impacts or less-than-significant impacts would result relative to:

- Aesthetics
- Agricultural Resources
- Air Quality: Air Quality Plan, Objectionable Odors
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazardous Materials: Airport Land Use Plan hazards, airstrip safety hazards, impair implementation or interfere with an adopted emergency response plan, and exposure to wildland fires
- Hydrology and Water Quality: Violate water quality standards, alter existing drainage pattern resulting in flooding or erosion, create or contribute to runoff water, degrade water quality, place housing or structures within a 100-year flood hazard area, expose people to loss related to failure of dam or levee, inundation by seiche, tsunami, or mudflow
- Land Use and Planning
- Mineral Resources
- Noise: Expose people to substantial airport noise proximate to airport land use plan or airstrip
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic: Result in a change in air traffic patterns or substantially increase hazards due to design features, increase hazards due to design feature, result in inadequate emergency access, parking capacity, and conflict with policies supporting alternative transportation.
- Utilities

The analysis and findings relative to the above environmental issues are contained in the Initial Study, which is included as Appendix A of the SEIR, and are incorporated herein by reference.

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4 Findings on Project Alternatives Considered in the Environmental Impact Report

The Alternatives section of the Supplemental EIR was prepared in accordance with CEQA Guidelines Section 15126(d), which requires the analysis of a reasonable range of alternatives capable of eliminating or reducing significant adverse environmental effects of the proposed project. The Alternatives section analyzes the effects of the following alternatives:

- 1) No Project/Existing General Plan
- 2) Additional railway/roadway grade separations
- 3) Zoning Ordinance provisions that allow warehousing facilities of less than 50,000 square feet citywide
- 4) No truck and freight terminal overlay

Alternative 1. No Project/Existing General Plan

The purpose of analyzing a No Project Alternative is to allow decision-makers to compare the impacts of approving the proposed project to the impacts of not approving the project. This alternative assumes that the focused General Plan and Zoning Ordinance updates would not be adopted and implemented. Instead, the development in the City would continue to occur in conformance with the current land use policy map and current zoning regulations, as described in the certified EIR. The General Plan update analyzed in the certified EIR included the establishment of a Commercial Overlay District and the elimination of the so-called 2009 Rule that required all businesses that have nonconforming parking and/or loading facilities to achieve conformity by 2009. The No Project alternative would have resulted in the continued implementation of the 2009 Rule and the General Plan land uses without the Commercial Overlay.

In particular, the current Commercial Overlay would remain in effect; the focused General Plan and Zoning Ordinance updates would replace the current Commercial Overlay with two expanded C-1 and C-2 Overlays along Santa Fe Avenue, Pacific Boulevard, Soto Street north of Fruitland Avenue, East Slauson Avenue, and along the eastern boundary of the City. Also, the No Project alternative would not involve establishment of a Truck and Freight Terminal north of 37th Street west of Downey Road and north of the Los Angeles River east of Downey Road.

The No Project alternative analyzed in the certified EIR has the potential to accelerate privately initiated reuse and redevelopment activity due to the application of the 2009 Rule and thereby, possibly to reduce overall building area in Vernon. The certified EIR determined that depending on the types of development proposed over the long term, reduced development citywide would reduce vehicle trips and associated air emissions, and decrease demand for potable water. Vernon consists almost entirely of industrial uses, and the extent of businesses using or storing hazardous materials could be expected to remain, depending upon the individual new uses established over the long term. The SEIR concluded the overall level of impact of Alternative 1 would be slightly lower than that associated with the proposed project.

The continued application of the 2009 Rule has the potential to improve traffic flow on City streets, as on-street loading activity would be prohibited and on-street parking minimized due to the enforcement of off-street parking requirements. In this regard, the No Project Alternative was considered environmentally superior to the proposed project.

With regard to noise impacts, almost all local impacts are associated with regional traffic noise and rail traffic, neither of which would be expected to be affected by the No Project scenario. No change in impact would result.

The General Plan Land Use plan designates the entire city as Industrial, with commercial uses allowed only within the designated Commercial Overlay and new residential uses limited to a strictly defined housing overlay area. The proposed project includes the expansion and implementation of two commercial overlay zones and the establishment

of a Truck and Freight Terminal Overlay Zone. The focused General Plan and Zoning Ordinance updates do not propose any changes to underlying land use designations or building intensities. Consistent with the adopted General Plan, privately initiated reuse and redevelopment activity would result in overall reduced building area in Vernon with the enforcement of parking and setback requirements. Impacts related to air quality, hazards, noise, traffic, and utilities for the No Project alternative would be equivalent to impacts associated with the proposed project.

Finding

Specific economic and public health and safety considerations make this alternative infeasible.

Facts in Support of the Finding

New policies and zoning regulations will facilitate establishment of commercial uses in close proximity to industrial businesses, which will benefit the local economy by providing new tax-generating uses. Also, locating commercial uses in Vernon in limited areas will allow employees of industrial businesses to travel shorter distances for restaurants, goods, and services, which will reduce vehicle miles traveled and associated emissions. Establishing the Trucking and Freight Overlay will allow such uses to be established nearer the businesses and logistics centers dependent upon trucking operations.

Based on these facts and findings, the City rejects adoption of this alternative.

Alternative 2. Additional Railway/Roadway Grade Separations

Many rail lines cross streets in Vernon at grade, with frequent train activity between the ports of Los Angeles and Long Beach largely serving the Hobart Yard and other regional cargo redistribution facilities. Intense rail activity historically has created rail/roadway conflicts in Vernon. However, as stated in the certified General Plan EIR, the City has experienced a substantial decrease in rail traffic and associated congestion as a result of the 2002 completion of the expressway Alameda Corridor. The key environmental impact identified in the certified General Plan EIR was traffic, with delays continuing to be associated in part by rail operations. This alternative, as analyzed in the certified EIR, considers including specific policies in the General Plan to pursue rail/road grade separations at Bandini Boulevard/Downey Road, Pacific Avenue, Vernon Avenue, and District Boulevard/Downey Road.

The Circulation and Infrastructure Element, which was analyzed previously in the certified General Plan EIR, includes the following policy, which is non-specific regarding grade separations to be pursued:

POLICY CI-1.6: Continue to pursue grade separation for railroad crossings on designated streets.

The City has not conducted an analysis of the effects of providing grade separations at the above locations. However, such improvements would have the potential to improve traffic flow and possibly result in reduced air pollutant emissions due to reduced vehicle idling time while waiting for trains to cross roadways. With this assumption, traffic and air quality impacts associated with Alternative 2 would be expected to be reduced relative to the proposed project. With regard to hazards, increased grade separations would reduce the risk of train/roadway vehicle accidents at those locations where separations would be provided. Risk of upset would be slightly reduced. With regard to water use, grade separations would have no effect.

Finding

Specific economic considerations make this alternative infeasible.

Facts in Support of the Finding

The City has not identified funding for any grade separations in its current Capital Improvement Program (CIP). Also, responsible rail companies have not identified or funded any separations to be accomplished.

Based on these facts and findings, the City rejects adoption of this alternative.

Alternative 3. Zoning Provisions to Permit Warehousing Citywide

At the time of preparation of the certified General Plan EIR, the Zoning Ordinance did not allow new non-refrigerated warehouse facilities larger than 50,000 square feet to locate anywhere in Vernon. The certified General Plan EIR examined the alternative of allowing non-refrigerated warehouse facilities of less than 50,000 square feet to be established (Alternative 3). However, since certification of the Program EIR, the Zoning Ordinance has been amended to allow warehouses uses of any size to locate within the Industrial zone, which encompasses the entire city. Therefore, Alternative 3 analyzed in the certified EIR is no longer applicable and was not discussed or analyzed further in the Supplemental EIR.

Alternative 4. No Truck and Freight Terminal Overlay

This alternative assumes that the proposed Truck and Freight Terminal Overlay Zone would not be established. The proposed focused General Plan and Zoning Ordinance updates provide for a Truck and Freight Terminal Overlay Zone to be applied north of 37th Street and the Los Angeles River and to encompass approximately 1,065 acres. The Vernon Zoning Ordinance defines a freight terminal as a location where goods or freight are transferred or redistributed from one vehicle to another. A truck terminal is defined as a facility used primarily for storage, maintenance, or servicing of highway-type vehicles, not limited to trucks and buses.

Elimination of the Truck and Freight Terminal Overlay Zone from the proposed project has the potential to reduce traffic, air quality, and noise impacts. Freight terminals include high turnover of transported goods, resulting in increased and continuous truck trips in the area. Diesel trucks are a major contributor to PM_{2.5} concentrations, and truck and freight terminal uses could increase the number of diesel trucks on local roads, thereby increasing the area's PM_{2.5} concentrations. Overall, local and regional air quality impacts would be reduced under this alternative.

Because truck and freight terminal use, if allowed, could result in additional truck traffic due to the intensive trucking operations associated with such uses, impacts on the transportation system could be slightly reduced if exclusive without truck and freight terminal uses were not allowed as proposed.

The largest contributor to the ambient noise environment in Vernon is vehicle traffic, especially that of heavy-duty trucks. Noise also is associated with many of the industrial operations occurring citywide. Truck and freight terminal uses would contribute to noise from the delivery systems inherent in their operations, with large trucks driving into the City for deliveries, pick-ups, and servicing. On site, most noise is generated by loading dock operations, trucks entering and leaving the area, and mechanical equipment located both inside and outside the building. As truck and freight terminal uses may have higher levels of noise on site associated with the continuous loading and unloading of goods, noise impacts would be slightly reduced if truck and freight terminal uses were not allowed. However, given the almost exclusively industrial nature of Vernon, noise levels generally are not considered a concern.

Many industrial facilities in Vernon use and store hazardous materials. Businesses are required to obtain hazardous materials permits for keeping those materials at the business. In the Industrial zone, hazardous waste facilities require a Conditional Use Permit. The uses—whether warehousing, manufacturing, or truck and freight terminal—would be subject to the same local, state, and federal regulations regarding hazardous materials. Because a similar amount and type of hazardous materials would likely be present in the planning area under this alternative, this alternative would result in a similar impact related to hazards, which is less than significant.

Trucking and freight terminal uses are relatively low impact on water and solid waste systems, in comparison to many industrial uses. Industrial uses have the potential to be very water intensive, especially if water is used for cooling in an industrial process. Truck and freight terminals, by comparison, generally use less water. Additionally, because manufacturing does not occur on site with truck and freight terminal uses, the level of waste generated would be comparably less. The primary waste product from truck and freight terminal activities is likely to be packaging materials and waste from the repair and maintenance of vehicles. Overall, the impact on utilities (excluding roads) would be slightly increased if truck and terminal uses were not allowed.

Finding

The City finds that Alternative 4 represents an acceptable alternative, as it would represent continued application of current land use regulations and would result in slightly reduced impacts related to air quality, hazards, traffic, water, and landfills.

5 Implementation Schedule

Given the long-term nature of General Plan implementation and enforcement of Zoning Ordinance regulations, the mitigation measures set forth in Section 2 of this document and documented in the Final SEIR will be implemented over time as needed.

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6 Statement of Overriding Considerations

The California Environmental Quality Act (CEQA) requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the benefits outweigh the unavoidable adverse effects, those effects may be considered “acceptable” pursuant to CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the Environmental Impact Report (EIR) or elsewhere in the administrative record pursuant to CEQA Guidelines Section 15093(b). The Lead Agency’s written reasons are referred to as a Statement of Overriding Considerations.

The City will approve the City of Vernon Focused General Plan and Zoning Ordinance updates and implementing actions, and has prepared a Supplemental EIR that satisfies the requirements of CEQA. The following adverse impacts of the proposed project are considered significant and unavoidable based on the analysis in the Draft SEIR, Final SEIR, and the Findings of Fact.

Impact 4.4.A and 4.4.B: Circulation System Performance.

Long-term implementation of land use policy, in combination with regional contributions to traffic on the local road network, will cause an increase in traffic that will result in inadequate Level of Service. Impacts will be significant and unavoidable.

The City has determined that the SEIR has identified and discussed significant effects which may occur as a result of the proposed project. With the implementation of the policies of the General Plan and mitigation measures identified in the certified General Plan EIR, these effects can be reduced to levels of less than significant except for the significant impacts identified above, consistent with the findings of the certified General Plan EIR. The City declares that, having reduced the adverse significant environmental effects of the proposed project to the extent feasible, having considered the entire administrative record on the proposed project, and having weighed the benefits of the proposed project against its unavoidable adverse impacts, the City has determined that each of the following social, economic, and environmental benefits of the proposed project separately and individually outweigh the potential unavoidable adverse impacts, and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

1. **Long-Term Fiscal Stability and Diversity of Jobs.** Implementation of Land Use Element policies and application of Zoning Ordinance provisions will allow the City to maintain a strong tax base and thereby provide for long-term fiscal stability. Land use policies and zoning regulations will allow Vernon to continue to be largely an industrial city, where diverse businesses provide jobs for skilled workers in varied industries. As a city focused on industry, Vernon fills a unique role in the region as a location where industrial businesses are welcomed.
2. **Increased Regulation of Businesses Locating near Residences and Schools.** The General Plan includes policies, implemented through the Zoning Ordinance, that require new businesses locating within one-tenth of a mile of residences and schools—both in Vernon and adjacent cities—to maintain noise at levels that will not adversely affect conditions at these sensitive receptors.
3. **Accommodating Limited Commercial Uses.** General Plan land use policy, implemented through the Zoning Ordinance, will allow commercial uses to establish along key corridors in Vernon and provide needed goods and services for local employees. The benefits include additional tax revenues to fund City services and reduced vehicle miles traveled/associated vehicle emissions due to more localized availability of commercial goods and services.

4. **Legally Adequate General Plan.** The updated General Plan contains all components required by State law and establishes a clear framework for decision-making.
5. **Zoning Ordinance Consistent with the General Plan.** By completing update of the General Plan and Zoning Ordinance simultaneously, full consistency between the two can be achieved, and the Zoning Ordinance can serve as an effective tool for implementing goals and policies contained in the General Plan.

Attachment H

5 Mitigation Monitoring Reporting Program

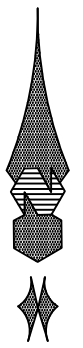
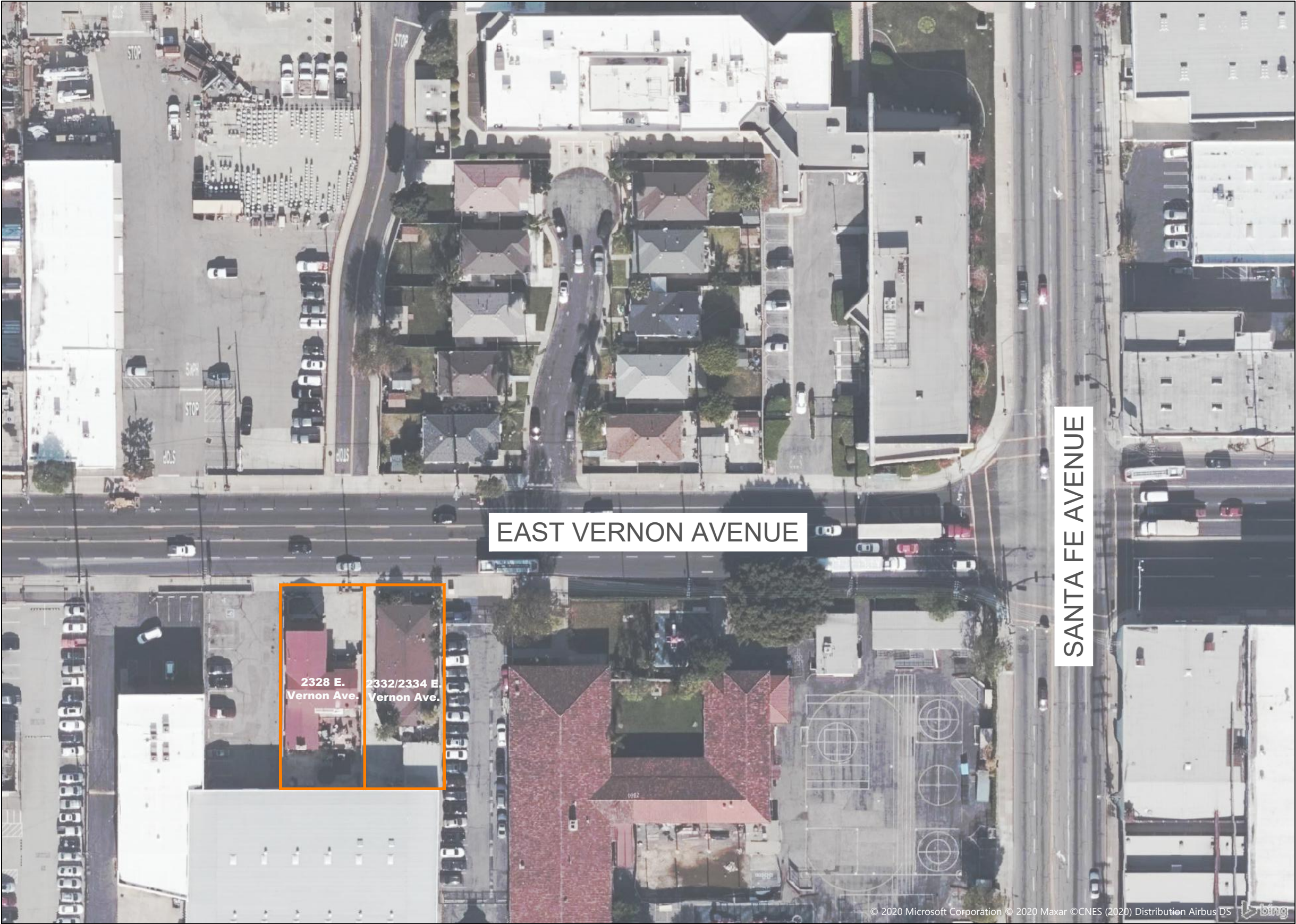
FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE						
Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
Hazards and Hazardous Materials Mitigation Measures						
H-1	The City will continue to implement the provisions of City ordinances to provide for the business occupancy inspection program and the regular inspection of businesses involved in the production, storage, handling, disposals, treatment, emission, discharge, or recycling of hazardous materials. Such activity will be funded as part of the City's annual budgeting process, special tax, and/or will be funded as a fee program.	Ongoing	Conduct regular inspections	Director of Environmental Health		
H-2	<p>At the time any new or revised Hazardous Material Business application for a new business or activity is received for a location within one-quarter mile of any residence, school, hospital, residential assisted care facility, or similar use (sensitive uses may be located within the City or outside its boundaries), or greater distance as may be determined by the Director of Environmental Health Department for particular business types, the City will review the application and determine whether a Health Risk Assessment (HRA) is required pursuant to State law and/or City Ordinance 961 to address any potential impacts to these uses. If an HRA is deemed appropriate and further, if the HRA identifies potential risks associated with the business activity relative to proximity to the residence, school, hospital, residential assisted care facility or similar use, the City shall ensure that action is taken to address such risk. The action may consist of:</p> <ul style="list-style-type: none">- Denying the application within the limits of the Code of the City of Vernon, or- Requiring the business operator to incorporate preventative or ameliorative measures into the business processes or activities to lower the risk to acceptable levels as set forth by federal or state regulations and policies.	<p>At the time a new or revised Hazardous Material Business application is received within one-quarter mile of any sensitive use</p>	Determine the need for a Health Risk Assessment	Director of Environmental Health		

5 Mitigation Monitoring Reporting Program

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
Noise Mitigation Measures						
N-1	Noise Regulations. Continue to enforce City noise regulations contained in the Zoning Ordinance to protect residents and school children from excessive noise levels associated with stationary noise sources. Periodically evaluate regulations for adequacy and revise, as needed, to address community needs and changes in legislation and technology.	Ongoing	Continue enforcing City noise regulations	Director of Community Services & Water		
N-2	Siting of New Businesses and Activities near Sensitive Land Uses. Review all development proposals and building permits within the City to determine whether the proposed use has the potential to exceed City one-hour noise standards. The City's standards are lower at locations near existing residences and schools. As appropriate, require acoustical analysis for all such development and activities near such uses, and determine if mitigation measures are required. Require property and business owners to implement mitigation to achieve City noise standards.	At the time new development proposals and building permits are submitted	As appropriate, require acoustical analysis for new uses near sensitive uses	Director of Community Services & Water		
Transportation and Traffic Mitigation Measures						
T-1	Automated Traffic Surveillance and Control System (ATSAC). Conduct a study to determine if ATSAC would be a beneficial and cost-effective system for the City to operate and maintain.	Ongoing	Conduct study on ATSAC system	Public Works Director		
T-2	Coordinate with Adjacent Jurisdictions. Continue to coordinate intersection maintenance and improvements with adjacent jurisdictions so that intersections along Soto Street, Pacific Boulevard, Slauson Avenue, Alameda Street, Atlantic Boulevard, Bandini Boulevard, and Downey Road operate at an acceptable Level of Service.	Ongoing	Coordinate with adjacent jurisdictions	Public Works Director		
T-3	Coordinate with Rail Companies. Coordinate with railroad companies in removing obsolete rail spurs. Work to minimize traffic impacts to City streets from trucks using Hobart Yard facilities and other multi-modal transportation yards.	Ongoing	Coordinate with rail companies	Public Works Director		

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
Mitigation Measures		Monitoring Timing / Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Remarks
T-4	<p>Coordination with Metropolitan Transportation Authority. Work with the Metropolitan Transportation Authority (Metro) to achieve the following:</p> <ul style="list-style-type: none"> - Implement the Metro's Congestion Management Plan (CMP) within the City. - Continue to provide local and regional connections through Metro local and rapid bus lines. - Improve access to local Metro stations. 	Ongoing	Coordinate with Metropolitan Transportation Authority	Public Works Director		
T-5	<p>Minimize Parking Impacts. Work with businesses to develop creative strategies and solutions to address parking shortages. Require new development projects to meet the minimum parking standards in the Zoning Ordinance for both trucks and automobiles, including truck trailer storage, employee parking, and visitor parking.</p>	Ongoing	Work with existing businesses and require new development to meet minimum parking standards	Public Works Director		
T-6	<p>Soto Street Widening. At the time properties along Soto Street are redeveloped or as otherwise dictated by City plans for the widening of Soto Street, require the dedication of rights-of-way to achieve the road standard for Soto Street established in the Circulation and Infrastructure Element. Complete the road widening project at the time adequate rights-of-way have been acquired and/or dedicated.</p>	At the time Soto Street is to be redeveloped or widened	Require the dedication of rights-of-way	Public Works Director		
T-7	<p>Interstate 710 Freeway Improvements. Work with Caltrans on all plans, activities, and projects regarding Interstate 710 that may directly impact Vernon's roadway facilities and traffic patterns. Coordinate with the Gateway Cities Council of Governments and Southern California Association of Governments on studies and programs regarding the improvements to the I-710 freeway.</p>	Ongoing	Coordinate with Caltrans and the Gateway Cities Council of Governments	Public Works Director		

FOCUSED GENERAL PLAN AND ZONING ORDINANCE UPDATE Supplemental Environmental Impact Report: Mitigation Monitoring Reporting Program						
	Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance	
					Initials	Date
T-8	Other Improvements. At Santa Fe Avenue and 38 th Street, stripe an eastbound left-turn lane within existing right-of-way to provide additional intersection capacity.	Ongoing	Complete improvement at Santa Fe Avenue and 38 th Street	Public Works Director		



Proposed lots to be rezoned to Housing Zone

City of Vernon



NOTICE OF CITY COUNCIL PUBLIC HEARING

The City Council of the City of Vernon will conduct a public hearing, which you may attend, at Vernon City Hall, City Council Chamber, 4305 Santa Fe Avenue, Vernon, CA 90058, on **Tuesday, September 1, 2020, at 9:00 a.m.** (or as soon thereafter as the matter can be heard), to:

Consider adoption of an ordinance amending Chapter 26 modifying the Comprehensive Zoning Map of the City of Vernon to include the properties located at 2328 and 2332/2334 E. Vernon Ave, Vernon, California 90058 in the Housing Overlay Zone.

The proposed ordinance will be available for public review on the City's website once the agenda for the meeting is posted or from the City Clerk at CityClerk@ci.vernon.ca.us or 323-583-8811, ext. 546.

Please send your comments or questions to:

Daniel Wall, Director of Public Works
City of Vernon
4305 Santa Fe Avenue, Vernon, CA 90058
(323) 583-8811 Ext. 305 Email: dwall@ci.vernon.ca.us

PROPOSED CEQA FINDING: Find that the proposed action is exempt under the California Environmental Quality Act ("CEQA") review, because it is continuing administrative activity that will not result in any direct or indirect physical changes in the environment, and therefore does not constitute a "project" as defined by CEQA Guidelines section 15378, and to the extent the property owner seeks to engage in actual physical construction or development, such would be subject to separate and independent CEQA review and analysis.

If you challenge the adoption of the proposed ordinance approving and authorizing the amendment of the Comprehensive Zoning Map of the City of Vernon to include the properties located at 2328 and 2332/2334 E. Vernon Ave. Vernon California 90058 in the Housing Overlay Zone or any provision thereof in court, you may be limited to raising only those issues you or someone else raised at the hearing described in this notice or in written correspondence delivered to the City of Vernon at, or prior to, the meeting.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in the meeting, please contact the Office of the City Clerk at (323) 583-8811 ext. 546.

The hearing may be continued, adjourned, or cancelled and rescheduled to a stated time and place without further notice of a public hearing.

Dated: August 17, 2020

Lisa Pope, City Clerk

Publish: August 20, 2020

City Council Agenda Item Report

Agenda Item No. COV-294-2020

Submitted by: Sandra Dolson

Submitting Department: City Clerk

Meeting Date: September 1, 2020

SUBJECT

Approval of Minutes

Recommendation:

Approve the August 4, 2020 Regular City Council Minutes.

Background:

Staff has prepared and hereby submits the minutes for approval.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [20200804 City Council Minutes](#)

**MINUTES
VERNON CITY COUNCIL
REGULAR MEETING
TUESDAY, AUGUST 4, 2020
COUNCIL CHAMBER, 4305 SANTA FE AVENUE**

CALL TO ORDER

Mayor Lopez called the meeting to order at 9:01 a.m.

FLAG SALUTE

Mayor Lopez led the Flag Salute.

ROLL CALL

PRESENT: Leticia Lopez, Mayor (via remote access)
Melissa Ybarra, Mayor Pro Tem
William Davis, Council Member
Carol Menke, Council Member
Diana Gonzales, Council Member

STAFF PRESENT:

Carlos Fandino, City Administrator (via remote access)
Arnold Alvarez-Glasman, Interim City Attorney
Lisa Pope, City Clerk
Scott Williams, Finance Director
Jim Enriquez, Interim Fire Chief
Abraham Alemu, Public Utilities General Manager
Fredrick Agyin, Health and Environmental Control Director
Michael Earl, Human Resources Director
Anthony Miranda, Police Chief
Dan Wall, Public Works Director

APPROVAL OF THE AGENDA

MOTION

Mayor Pro Tem Ybarra moved and Council Member Gonzales seconded a motion to approve the agenda. The question was called and the motion carried unanimously.

PUBLIC COMMENT

Francisco Gonzalez, Vernon City School Principal, provided updates on the school's online instructional plan.

PRESENTATIONS

1. Recognition of Outgoing City Commission and Committee Members

Recommendation: Recognize outgoing Business and Industry Commissioner Robert Wendoll and outgoing Vernon CommUNITY Fund Grant Committee Member Juliet Goff for their dedicated service to the City of Vernon.

City Clerk Pope read the commendations to outgoing Business and Industry Commissioner Robert Wendoll and outgoing Vernon CommUNITY Fund Grant Committee Member Juliet Goff.

2. Recognition of Retiring Employee - Steven B. Hartsfield, Facilities Maintenance Worker, Senior

Recommendation: Acknowledge and present a proclamation to retired employee Steven B. Hartsfield, Facilities Maintenance Worker, Senior, in recognition of his dedicated service to the City of Vernon.

Human Resources Director Earl acknowledged retired employee Steven B. Hartsfield, Facilities Maintenance Worker, Senior, and indicated he was unavailable to attend the meeting.

3. Recognition of Retired Employee - Jose H. Pereyra, Electric Operator

Recommendation: Acknowledge and present a proclamation to retired employee Jose H. Pereyra, Electric Operator, in recognition of his dedicated service to the City of Vernon.

Human Resources Director Earl acknowledged retired employee Jose H. Pereyra, Electric Operator and presented the proclamation.

4. Recognition of Retired Employee - Vickie Harris-Trigg, Police Records Technician

Recommendation: Acknowledge and present a proclamation to retired employee Vickie Harris-Trigg, Police Records Technician, in recognition of her dedicated service to the City of Vernon.

Human Resources Director Earl acknowledged retired employee Vickie Harris-Trigg, Police Records Technician, and presented the proclamation.

5. Fiscal Year 2019-2020 City Wide Financial Update and Preliminary Results

Recommendation: Receive and file the report.

Finance Director Williams presented a PowerPoint regarding the Fiscal Year 2019-2020 City Wide Financial Update and Preliminary Results.

CONSENT CALENDAR

Council Member Gonzales pulled Item No. 7.

MOTION

Mayor Pro Tem Ybarra moved and Council Member Davis seconded a motion to approve the Consent Calendar, with the exception of Item No. 7. The question was called and the motion carried unanimously.

The Consent Calendar consisted of the following items:

6. **Approval of Minutes**
Recommendation: Approve the July 21, 2020 Regular City Council meeting minutes.
8. **Public Works Monthly Building Report**
Recommendation: Receive and file the June 2020 Building Report.
9. **Amendment to the Agreement with Southeast Area Animal Control Authority (SEAACA)**
Recommendation: Approve the Amendment to the Agreement with SEAACA for animal control services to update the schedule of fees effective July 1, 2020.
10. **Acceptance of Electrical Easement at 2244 37th Street (APN 6302-013-045)**
Recommendation: A. Find that acceptance of the Electrical Easement is not a “project” as that term is defined under the California Environmental Quality Act (CEQA) Guidelines Section 15378, and even if it were a project, it would be categorically exempt in accordance with CEQA Guidelines Sections 15301 (maintenance, repair or minor alteration of an existing facility and involves negligible or no expansion of an existing use) and 15061(b)(3) (general rule that CEQA only applies to projects that may have a significant effect on the environment); and B. Accept the Electrical Easement and authorize the Mayor to execute the Certificate of Acceptance.
11. **Federal Equitable Sharing Agreement and Annual Certification Report**
Recommendation: Approve and authorize the Police Chief and City Administrator to execute the Federal Equitable Sharing Agreement and Annual Certification Report.
12. **Transfer Agreement with the Los Angeles County Flood Control District for Measure W Funds**
Recommendation: Approve and authorize the City Administrator to execute the Transfer Agreement between the City of Vernon and the Los Angeles County Flood Control District to receive Annual Safe, Clean Water Program Funds (Measure W).
13. **Amendment to the Order Form with NeoGov**
Recommendation: Approve and authorize the City Administrator to execute the NeoGov Amendment for Biddle Software upgrade, in an amount not-to-exceed \$4,476.53, for a one-year term, effective July 9, 2020.
14. **Appointments to Los Angeles Gateway Region Integrated Regional Water Management Joint Powers Authority**
Recommendation: Adopt Resolution No. 2020-27 updating the City staff member's appointments to the Los Angeles Gateway Region Integrated Water Management Joint Power Authority and repealing Resolution No. 2017-45.
15. **First Amendment to Agreement Number C-131831 with City of Los Angeles for Fiscal Year 2017 Urban Areas Security Initiative Grant Program**

Recommendation: Approve and authorize the Mayor to execute the First Amendment to Agreement Number C-131831 of City of Los Angeles Contract between the City of Los Angeles and the City of Vernon in connection with the Fiscal Year 2017 Urban Areas Security Initiative (UASI 17) grant program in substantially the same form as submitted, to increase the UASI 17 grant fund allocation amount by an additional \$304.54, resulting in a total grant allocation of \$25,304.54.

The following item was pulled from the Consent Calendar for individual consideration:

7. Operating Account Warrant Register

Recommendation: Approve Operating Account Warrant Register No. 50, for the period of July 5 through July 18, 2020, which totals \$9,880,407.93 and consists of ratification of electronic payments totaling \$9,671,103.58 and ratification of the issuance of early checks totaling \$209,304.35.

In response to Council Member Gonzales, Finance Director Williams explained the payment to AltaMed. City Administrator Fandino stated AltaMed had stopped testing and the warrant was payment for services approved by Council.

In response to Council Member Menke, Interim City Attorney Alvarez-Glasman recommended discussion of the \$900,000 warrant to Morgan Lewis during closed session.

MOTION

Council Member Menke moved and Council Member Gonzales seconded a motion to approve Operating Account Warrant Register No. 50 with the exception of the payment to Morgan Lewis in the amount of \$900,000. The question was called and the motion carried unanimously.

NEW BUSINESS

16. Amendments to the Classification and Compensation Plan

Recommendation: 1) Adopt Resolution No. 2020-28 amending Exhibits A and C of the Classification and Compensation Plan adopted by Resolution No. 2020-19 to add new and amended classifications and associated salary ranges; and 2) Approve the revised job descriptions for the positions for Deputy City Treasurer; Deputy Director of Public Works; Utilities Dispatcher, Senior; Utilities Compliance Analyst; and Water Maintenance Worker, Senior.

Human Resources Director Earl presented the staff report.

MOTION

Mayor Pro Tem Ybarra moved and Council Member Menke seconded a motion to adopt Resolution No. 2020-28 amending Exhibits A and C of the Classification and Compensation Plan adopted by Resolution No. 2020-19 to add new and amended classifications and associated salary ranges, with Section 3 amended to remove the Finance Specialist series; and approve the revised job descriptions for the positions for Deputy City Treasurer; Deputy Director of Public Works; Utilities Dispatcher, Senior; Utilities

Compliance Analyst; and Water Maintenance Worker, Senior. The question was called and the motion carried unanimously.

17. Agreement with Public Health Advocates and Kounkuey Design Initiative, Inc. for Preparation of a Statewide Park Program Grant Application

Recommendation: Approve and authorize the City Administrator to execute the Agreement between the City of Vernon, Public Health Advocates and Kounkuey Design Initiative, Inc. to provide technical assistance services to the City for the preparation and submission of a grant application for Statewide Park Program (SPP) funding for the purchase and development of the property located at 5122 South Atlantic Boulevard, Vernon, into a park at no cost to the City for the term of the SPP funding application process.

Public Works Director Wall presented the staff report.

In response to Mayor Pro Tem Ybarra, Public Works Director Wall estimated the cost to be \$3 to \$4 million without the grant.

MOTION

Mayor Pro Tem Ybarra moved and Council Member Davis seconded a motion to approve and authorize the City Administrator to execute the Agreement between the City of Vernon, Public Health Advocates and Kounkuey Design Initiative, Inc. to provide technical assistance services to the City for the preparation and submission of a grant application for Statewide Park Program (SPP) funding for the purchase and development of the property located at 5122 South Atlantic Boulevard, Vernon, into a park at no cost to the City for the term of the SPP funding application process. The question was called and the motion carried unanimously.

ORAL REPORTS

City Administrator Reports on Activities and other Announcements.

City Administrator Fandino provided an update on recent Police, Fire, and Public Utility incidents. He also provided an update on the USC COVID-19 vaccine testing, \$50 raffle for residents who shared their contact information with the City, and Back to School outreach planning. He announced the Business and Industry Commission meeting on August 13, 2020, and the cancellation of the August 18, 2020 Regular City Council meeting.

City Council Reports on Activities (including AB1234), Announcements, or Directives to Staff.

None.

RECESS

Mayor Lopez recessed the meeting to Closed Session at 9:55 a.m.

CLOSED SESSION

18. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

Significant Exposure to Litigation

Government Code Section 54956.9(d)(2)

Number of potential cases: 1

Facts and Circumstances: Pursuant to Government Code Section 54956.9(e)(3), the City has received written communication threatening litigation on behalf of former employee Jerrick Torres related to his termination, in the form of a Complaint of Discrimination filed with the Department of Fair Employment and Housing (DFEH). The DFEH Complaint (DFEH No. 201910-08099730) is made available for public inspection pursuant to Section 54957.5.

19. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Government Code Section 54956.8

Property: 2700 South Indiana Street, Vernon CA 90058

Agency Negotiator: Carlos Fandino, City Administrator

Negotiating Party: Exide Holdings, Inc.

Under Negotiation: Price and Terms of Payment

20. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION (two cases)

Government Code Section 54956.9(d)(1)

A. Bicent (California) Malburg LLC et al. v. City of Vernon et al.,
Los Angeles Superior Court Case No.19STCV08859 and JAMS Reference No.
1100107175

B. City of Vernon v. Bicent (California) Malburg LLC
Los Angeles Superior Court Case No.19STCP02411 and JAMS Reference No.
1220062657

RECONVENE

At 11:23 a.m., Mayor Lopez adjourned Closed Session and reconvened the regular meeting.

CLOSED SESSION REPORT

Interim City Attorney Alvarez-Glasman reported that the Council, with all five members being present, met in Closed Session and discussed all items on the agenda.

7. Operating Account Warrant Register (Continued)

Recommendation: Approve Operating Account Warrant Register No. 50, for the period of July 5 through July 18, 2020, which totals \$9,880,407.93 and consists of ratification of electronic payments totaling \$9,671,103.58 and ratification of the issuance of early checks totaling \$209,304.35.

MOTION

Council Member Menke moved and Council Member Davis seconded a motion to approve payment to Morgan Lewis in the amount of \$900,000. The question was called and the motion carried unanimously.

ADJOURNMENT

Mayor Lopez adjourned the meeting at 11:27 a.m.

LETICIA LOPEZ, Mayor

ATTEST:

LISA POPE, City Clerk
(seal)

City Council Agenda Item Report

Agenda Item No. COV-303-2020

Submitted by: Sandra Dolson

Submitting Department: City Clerk

Meeting Date: September 1, 2020

SUBJECT

Claims Against the City

Recommendation:

Receive and file the claims submitted by: 1) Leydi Sanchez in the amount of \$3,361.84; and 2) Edwin Silveira in the minimum amount of \$3,925.93.

Background:

On August 5, 2020, the City received the following Claims:

Name of Claimant	Amount Demanded
1) Leydi Sanchez	\$3,361.84 (State Farm insurance paid \$2861.84, claimant paid the deductible of \$500)
2) Edwin Silveira	\$3,925.93 + \$500 estimated cost for rental car

Pursuant to Municipal Code Section 2.11-1, the above information is listed on the City Council agenda as soon after filing of the claim with the City as practical.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [Sanchez, Leydi 08-05-2020](#)
2. [Silveira, Edwin 08-20-20](#)

CLAIM FOR DAMAGES TO PERSON OR PROPERTY

RESERVE FOR FILING STAMP

CLAIM No. _____

INSTRUCTIONS

1. Claims for death, injury to person or to personal property must be filed not later than six (6) months after the occurrence. (Gov. Code Sec. 911.2)
2. Claims for damages to real property must be filed not later than one (1) year after the occurrence. (Gov. Code Sec. 911.2)
3. Read entire claim before filing.
4. See page 2 for diagram upon which to locate place of accident
5. This claim form must be signed on page 2 at bottom.
6. Attach separate sheets, if necessary, to give full details. SIGN EACH SHEET.
7. Claim must be filed with City Clerk. (Gov. Code Sec. 915a)

COV CITY CLERK'S OFFICE

RECEIVED

AUG 5 '20 PM 4:51:04

TO: CITY OF VERNON CITY COUNCIL

Name of Claimant

Leydi Sanchez

Age of Claimant (If natural person)

25

Home Address of Claimant

City and State

Home Telephone Number

Business Address of Claimant

City and State

Business Telephone Number

Give address to which you desire notices or communications to be sent regarding this claim:

How did DAMAGE or INJURY occur? Give full particulars.

The car was parked on Bandini Blvd. and a truck from Vest INC. was passing by and hit the lid of the sewer. The lid was not placed right on the floor so that caused the lid to lift up and roll on the way to hit the car.

When did DAMAGE or INJURY occur? Give full particulars, date, time of day, etc.:

The damage occurred on 06/03/2020 after 9 am.

Where did DAMAGE or INJURY occur? Describe fully, and locate on diagram on reverse side of this sheet, where approximate, give street names and address and measurements from landmarks:

The damaged occurred on Bandini Blvd. the car was parked on the street. There is a drive way to go into the businesses and the car was the first one to the right as soon as you drive out.

What particular ACT or OMISSION do you claim caused the injury or damage? Give names of City employees, if any, causing the injury or damage, if known:

When the lid of the sewer rolled to the car it hit the bottom right side of the car.

What DAMAGE or INJURIES do you claim resulted? Give full extent of injuries or damages claimed:

Due to the speed and the way the lid hit the car it resulted on damaging almost all of the right side of the car. The claim is attached which states all the damages that were done.

What AMOUNT do you claim of each item of injury or damage as of date of presentation of this claim, giving basis of computation:

The estimate from my insurance is attached with each amount.

Give ESTIMATED AMOUNT as far as known you claim on account of each item of prospective injury or damage, giving basis of computation:

As far as the damage to the vehicle the amount is \$3361.84. Out of pocket I paid the deductible which is \$500 and the insurance paid \$2861.84

Were you insured at the time of the incident? If so, provide name of insurance company, policy numbers and amount of insurance payments received:

The car is insured with State Farm, policy number 627-1245-c07-75a. State Farm payed for \$3361.84

Expenditures made on account of accident or Injury: (Date - Item)

(Amount)

Name and address of Witnesses, Doctors and Hospitals:

There was a police report done with the Vernon Police Dep. by officer T. Flores 660, case number cr2020-0873. The manager from Vest INC., Tarsicio Alvarez, was also there to witness

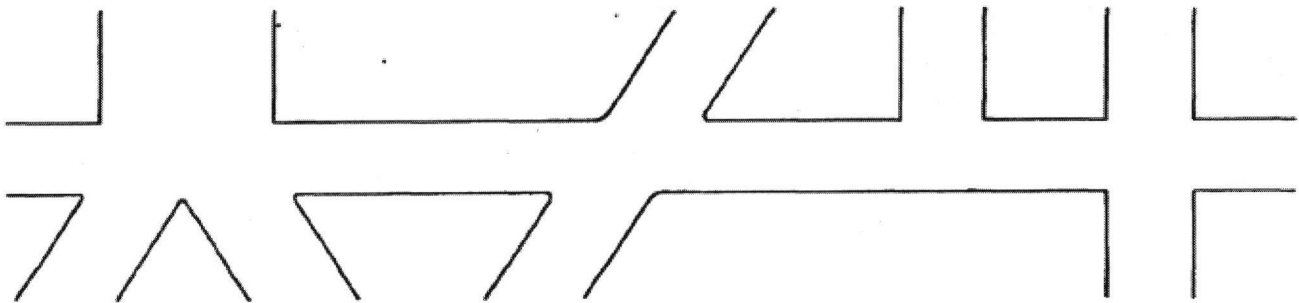
READ CAREFULLY

For all accident claims place on following diagram names of streets, including North, East, South, and West: indicate place of accident by "X" and by showing house numbers or distances to street corners.

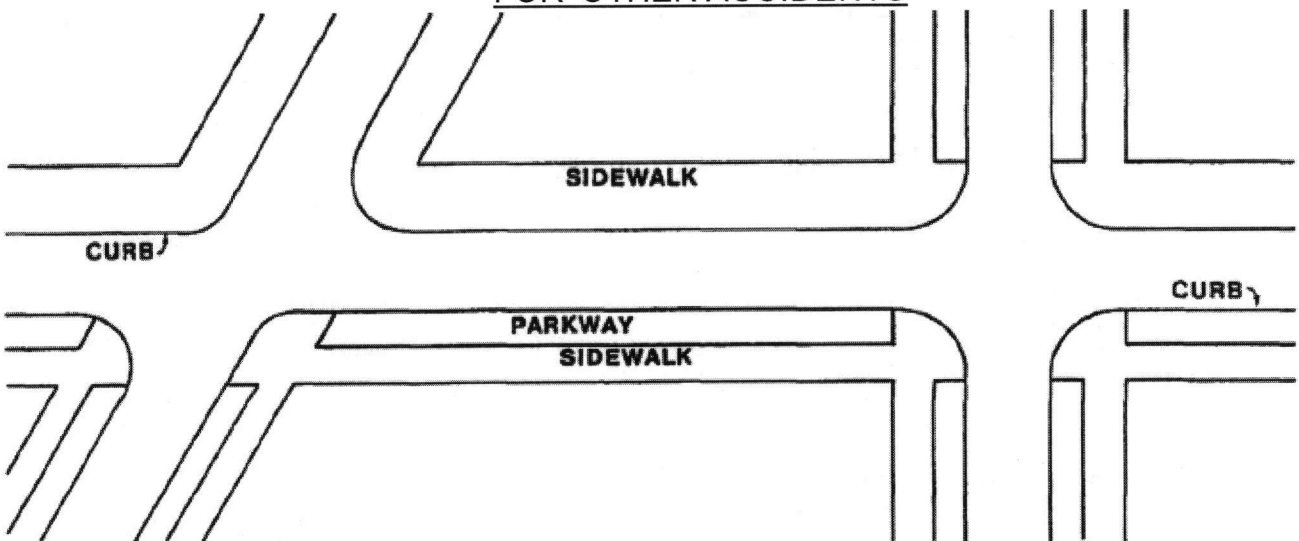
If City Vehicle was Involved, designate by letter "A" location of City vehicle when you first saw it, and by "B" location of yourself or your vehicle when you first saw City vehicle; location of City vehicle at time of accident by "A-1" and location of yourself or your vehicle at the time of accident by "B 1" and the point of Impact by "X."

NOTE: If diagrams do not fit the situation, attach hereto a proper diagram signed by claimant.

FOR AUTOMOBILE ACCIDENTS



FOR OTHER ACCIDENTS



I declare, under penalty of perjury, that the foregoing, including any attachments, is true and correct.

Typed/Printed Name:

Leidi Sanchez

Signature of Claimant or person filing on his/her behalf, giving relationship to Claimant:

[Redacted Signature]

Date:

8/5/2020

NOTE: ALL CLAIMANTS MAY BE REQUESTED TO BE EXAMINED AS TO THEIR CLAIM UNDER OATH. PRESENTATION OF A FALSE CLAIM IS A FELONY (CAL. PEN. CODE SEC. 72). CLAIMS MUST BE FILED WITH CITY CLERK (GOV. CODE SEC. 915a). STATE LAW PROVIDES THAT IF YOU ARE NOT NOTIFIED OF ANY ACTION BY THE CITY OF THIS CLAIM WITHIN 45 DAYS OF FILING THEN THE CLAIM IS DEEMED DENIED (SEE GOV. CODE SEC. 911.6 & 912.4)

RB PAINT & BODY

RELAX WE WILL TAKE IT FROM HERE !
10850 Norwalk Blvd., Santa Fe Springs, CA 90670
Phone: (562) 903-1100
FAX: (562) 903-1104

Workfile ID: 621d13d7
PartsShare: 5RwyZL
Federal ID: 91-1944951
Resale Number: SRAP-102642587
State EPA: CAL000401441
BAR: ARD278920

Supplement of Record 2 with Summary**RO Number: 6476**

Written By: Daniel Jimenez, 7/7/2020 1:16:29 PM
Adjuster: Express Team U, (855) 341-8184 Business

Insured: SANCHEZ, LEYDI
Type of Loss: Comprehensive
Point of Impact: 05 Right Rear

Policy #:
Date of Loss: 6/3/2020 6:00 PM

Claim #: 75-07P0-91S01
Days to Repair: 0

Owner:

SANCHEZ, LEYDI

Inspection Location:

RB PAINT & BODY
10850 Norwalk Blvd.
Santa Fe Springs, CA 90670
Repair Facility
(562) 903-1100 Business

Insurance Company:

STATE FARM INSURANCE COMPANIES

Vehicle Drop Off Date: 06/08/2020**Promise Date:** 06/16/2020**Repair Start Date:** 06/08/2020**Repair Completion Date:** 06/10/2020**Vehicle Pick Up/Return Date:** 06/10/2020**VEHICLE**

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

VIN:
License:
State: CA

Interior Color:
Exterior Color: BURGANDY
Production Date:

Mileage In:
Mileage Out:
Condition:
Vehicle Out: 6/17/2020
Job #: 6139

TRANSMISSION

Automatic Transmission

POWER

Power Steering
Power Brakes
Power Windows
Power Locks
Power Mirrors

DECOR

Dual Mirrors
Tinted Glass
Console/Storage
Overhead Console

CONVENIENCE

Air Conditioning
Intermittent Wipers
Tilt Wheel
Cruise Control
Rear Defogger
Keyless Entry
Message Center
Steering Wheel Touch Controls
Rear Window Wiper
Telescopic Wheel
Climate Control
Backup Camera

RADIO

AM Radio
FM Radio
Stereo
Search/Seek
Auxiliary Audio Connection

SAFETY

Drivers Side Air Bag
Passenger Air Bag
Anti-Lock Brakes (4)
4 Wheel Disc Brakes
Traction Control
Stability Control

Front Side Impact Air Bags
Head/Curtain Air Bags
Hands Free Device

SEATS

Cloth Seats
Bucket Seats
Reclining/Lounge Seats

WHEELS

Aluminum/Alloy Wheels

PAINT

Clear Coat Paint

OTHER

Rear Spoiler

Supplement of Record 2 with Summary

RO Number: 6476

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

Line		Oper	Description	Part Number	Qty	Extended Price \$	Labor	Paint
1	#	S02	"AUTHORIZATION TO PAY SECURED,		1			
2	#	S02	OWNER PROVIDED WITH A COPY OF		1			
3	#	S02	ESTIMATE / FINAL BILL		1			
4	#	S01 Subl	Four wheel alignment		1	85.00	X	
5	REAR BUMPER							
6			O/H rear bumper				2.4	
7	*	Repl	Bumper cover	71501TLAA00	1	<u>176.35</u>	Incl.	
8	*	Repl	RT Side cover	04712TLAA00ZZ	1	<u>203.46</u>	Incl.	2.0
9			Add for Clear Coat					0.4
10		Repl	Lower cover w/visible exhaust	71510TLAA00	1	105.59	Incl.	
11		Repl	RT Side retainer	71593TLAA01	1	14.88	0.1	
12	REAR LAMPS							
13		R&I	RT Tail lamp assy				0.3	
14	REAR BODY & FLOOR							
15	*	Rpr	RT Rail reinf rear (UHS)				s <u>1.0</u>	0.5
16	REAR SUSPENSION							
17		S01 Repl	RT Hub assy	42200TLBA51	1	156.30	m Incl.	
18		S01 Repl	RT Knuckle	52210TLAA02	1	164.20	m 2.1 M	
19	QUARTER PANEL							
20	#	Subl	Four wheel alignment		1	85.00		
21	*	Rpr	RT Tail lamp pocket				<u>4.0</u>	1.0
22			Add for Clear Coat					0.2
23	*	Rpr	RT Quarter panel w/17" wheels				<u>8.0</u>	2.4
24			Add for Clear Coat					1.0
25		Repl	RT Wheelhouse liner w/17" wheels	74552TLAA00	1	60.38	0.3	
26		Repl	RT Wheel opng mldg	74413TLAA01	1	19.33	0.3	
27		Repl	RT Protector w/o Indiana built	74412TMET01	1	21.00	0.2	
28	*	Subl	RT Quarter glass Honda w/o privacy		1	<u>70.00</u>	X	
29	*	Rpr	RT Inner wheelhouse				<u>1.0</u>	<u>0.3</u>
30			Overlap Minor Panel					-0.2
31	#		GLASS KIT		1	20.00		
32	ROOF							
33		R&I	RT Drip molding				0.4	
34	EXHAUST SYSTEM							
35	*	Rpr	Muffler & pipe w/o AWD				m <u>1.0</u>	
36	#		*****ADD-ONS*****		1			
37	#	Subl	Hazardous waste removal		1	5.00		
38	#	Repl	Cover Car		1	6.00		
39	#	Repl	Restore Corrosion Protection Primer		1	16.00		

Supplement of Record 2 with Summary

RO Number: 6476

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

40	#	Repl	Flex additive	1	8.00		
41	#		tint color	1		0.5	
42	#		pre scan	1		0.5	M
43	#	S01	clip fender	8	24.56		
44	#	S01	RR Reflector	1	17.95		
45	#	S01	Trunk Hook	1	2.35		
46			OTHER CHARGES				
47	#		Towing	1	375.00		
SUBTOTALS					1,636.35	22.1	7.6

ESTIMATE TOTALS

Category	Basis	Rate	Cost \$
Parts			1,176.35
Parts Discount	\$ 586.54	-5.0 %	-29.33
Body Labor	19.5 hrs @	\$ 44.00 /hr	858.00
Paint Labor	7.6 hrs @	\$ 44.00 /hr	334.40
Mechanical Labor	2.6 hrs @	\$ 63.00 /hr	163.80
Paint Supplies	7.6 hrs @	\$ 34.00 /hr	258.40
Miscellaneous			85.00
Other Charges			375.00
Subtotal			3,221.62
Sales Tax	\$ 1,335.42 @	10.5000 %	140.22
Grand Total			3,361.84
Deductible			500.00
CUSTOMER PAY			500.00
INSURANCE PAY			2,861.84

Register online to check the status of your claim and stay connected with State Farm®. To register, go to <http://www.statefarm.com/> and select Check the Status of a Claim. If you are already registered, thank you!

Supplement of Record 2 with Summary

RO Number: 6476

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

SUPPLEMENT SUMMARY

Line	Oper	Description	Part Number	Qty	Extended Price \$	Labor	Paint
Added Items							
1	#	S02	"AUTHORIZATION TO PAY SECURED,	1			
2	#	S02	OWNER PROVIDED WITH A COPY OF	1			
3	#	S02	ESTIMATE / FINAL BILL	1			
SUBTOTALS					0.00	0.0	0.0

TOTALS SUMMARY

Category	Basis	Rate	Cost \$
Parts			0.00
Subtotal			0.00

CUMULATIVE EFFECTS OF SUPPLEMENT(S)

Estimate	2,846.00	Daniel Jimenez
Supplement S01	515.84	Daniel Jimenez
Supplement S02	0.00	Daniel Jimenez
Job Total:	\$ 3,361.84	
CUSTOMER PAY:	\$ 500.00	
INSURANCE PAY:	\$ 2,861.84	

Supplement of Record 2 with Summary

RO Number: 6476

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

FOR YOUR PROTECTION CALIFORNIA LAW REQUIRES THE FOLLOWING TO APPEAR ON THIS FORM: ANY PERSON WHO KNOWINGLY PRESENTS FALSE OR FRAUDULENT CLAIM FOR THE PAYMENT OF A LOSS IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN STATE PRISON.

THE FOLLOWING IS A LIST OF ABBREVIATIONS OR SYMBOLS THAT MAY BE USED TO DESCRIBE WORK TO BE DONE OR PARTS TO BE REPAIRED OR REPLACED:

MOTOR ABBREVIATIONS/SYMBOLS: D=DISCONTINUED PART, A=APPROXIMATE PRICE. LABOR TYPES: B=BODY LABOR, D=DIAGNOSTIC, E=ELECTRICAL, F=FRAME, G=GLASS, M=MECHANICAL, P=PAINT LABOR, S=STRUCTURAL, T=TAXED MISCELLANEOUS, X=NON TAXED MISCELLANEOUS. CCC ONE: ADJ=ADJACENT, ALGN=ALIGN, A/M=AFTERMARKET, BLND=BLEND, CAPA=CERTIFIED AUTOMOTIVE PARTS ASSOCIATION, D&R=DISCONNECT AND RECONNECT, EST=ESTIMATE, EXT. PRICE=UNIT PRICE MULTIPLIED BY THE QUANTITY, INCL=INCLUDED, MISC=MISCELLANEOUS, NAGS=NATIONAL AUTO GLASS SPECIFICATIONS, NON-ADJ=NON ADJACENT, O/H=OVERHAUL, OP=OPERATION, NO=LINE NUMBER, QTY=QUANTITY, RECOND=RECONDITION, REFN=REFINISH, REPL=REPLACE, R&I=REMOVE AND INSTALL, R&R=REMOVE AND REPLACE, RPR=REPAIR, RT=RIGHT, SECT=SECTION, SUBL=SUBLET, LT=LEFT, W/O=WITHOUT, W/_=WITH/_ SYMBOLS: #=MANUAL LINE ENTRY, *=OTHER [IE..MOTORS DATABASE INFORMATION WAS CHANGED], **=DATABASE LINE WITH AFTERMARKET, N=NOTES ATTACHED TO LINE. OPT OEM=ORIGINAL EQUIPMENT MANUFACTURER PARTS EITHER OPTIONALLY SOURCED OR OTHERWISE PROVIDED WITH SOME UNIQUE PRICING OR DISCOUNT.

"CURE TIME" MEANS THE LENGTH OF TIME THAT, PER THE ADHESIVE MANUFACTURER, THE WINDSHIELD ADHESIVE NEEDS TO CURE UNTIL THE WINDSHIELD CAN PROPERLY FUNCTION AS A SAFETY DEVICE PURSUANT TO THE FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND THE VEHICLE MANUFACTURER'S SPECIFICATIONS.

RO Number: 6476

2018 HOND CR-V LX 4D UTV 4-2.4L Gasoline Gasoline Direct Injection BURGANDY

Estimate based on MOTOR CRASH ESTIMATING GUIDE and potentially other third party sources of data. Unless otherwise noted, (a) all items are derived from the Guide ARG4464, CCC Data Date 07/01/2020, and potentially other third party sources of data; and (b) the parts presented are OEM-parts. OEM parts are manufactured by or for the vehicle's Original Equipment Manufacturer (OEM) according to OEM's specifications for U.S. distribution. OEM parts are available at OE/Vehicle dealerships or the specified supplier. OPT OEM (Optional OEM) or ALT OEM (Alternative OEM) parts are OEM parts that may be provided by or through alternate sources other than the OEM vehicle dealerships with discounted pricing. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor data provided by third party sources of data may have been modified or may have come from an alternate data source. Tilde sign (~) items indicate MOTOR Not-Included Labor operations. The symbol (<>) indicates the refinish operation WILL NOT be performed as a separate procedure from the other panels in the estimate. Non-Original Equipment Manufacturer aftermarket parts are described as Non OEM, A/M or NAGS. Used parts are described as LKQ, RCY, or USED. Reconditioned parts are described as Recond. Recored parts are described as Recore. NAGS Part Numbers and Benchmark Prices are provided by National Auto Glass Specifications. Labor operation times listed on the line with the NAGS information are MOTOR suggested labor operation times. NAGS labor operation times are not included. Pound sign (#) items indicate manual entries.

Some 2021 vehicles contain minor changes from the previous year. For those vehicles, prior to receiving updated data from the vehicle manufacturer, labor and parts data from the previous year may be used. The CCC ONE estimator has a list of applicable vehicles. Parts numbers and prices should be confirmed with the local dealership.

The following is a list of additional abbreviations or symbols that may be used to describe work to be done or parts to be repaired or replaced:

SYMBOLS FOLLOWING PART PRICE:

m=MOTOR Mechanical component. s=MOTOR Structural component. T=Miscellaneous Taxed charge category. X=Miscellaneous Non-Taxed charge category.

SYMBOLS FOLLOWING LABOR:

D=Diagnostic labor category. E=Electrical labor category. F=Frame labor category. G=Glass labor category. M=Mechanical labor category. S=Structural labor category. (numbers) 1 through 4=User Defined Labor Categories.

OTHER SYMBOLS AND ABBREVIATIONS:

Adj.=Adjacent. Algn.=Align. ALU=Aluminum. A/M=Aftermarket part. Blnd=Blend. BOR=Boron steel. CAPA=Certified Automotive Parts Association. D&R=Disconnect and Reconnect. HSS=High Strength Steel. HYD=Hydroformed Steel. Incl.=Included. LKQ=Like Kind and Quality. LT=Left. MAG=Magnesium. Non-Adj.=Non Adjacent. NSF=NSF International Certified Part. O/H=Overhaul. Qty=Quantity. Refn=Refinish. Repl=Replace. R&I=Remove and Install. R&R=Remove and Replace. Rpr=Repair. RT=Right. SAS=Sandwiched Steel. Sect=Section. Subl=Sublet. UHS=Ultra High Strength Steel. N=Note(s) associated with the estimate line.

CCC ONE Estimating - A product of CCC Information Services Inc.

The following is a list of abbreviations that may be used in CCC ONE Estimating that are not part of the MOTOR CRASH ESTIMATING GUIDE:

BAR=Bureau of Automotive Repair. EPA=Environmental Protection Agency. NHTSA= National Highway Transportation and Safety Administration. PDR=Paintless Dent Repair. VIN=Vehicle Identification Number.

Sanchez, Leydi

From: Leydi Sanchez [REDACTED]
Sent: Wednesday, August 5, 2020 2:58 PM
To: Sanchez, Leydi
Subject: IMG_0474.jpeg



Sent from my iPhone

Sanchez, Leydi

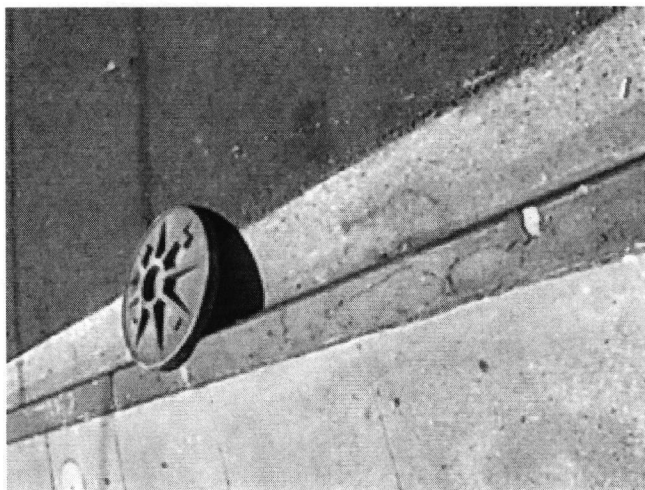
From: Leydi Sanchez [REDACTED]
Sent: Wednesday, August 5, 2020 2:59 PM
To: Sanchez, Leydi
Subject: IMG_0475.jpeg



Sent from my iPhone

Sanchez, Leydi

From: Leydi Sanchez <[REDACTED]>
Sent: Wednesday, August 5, 2020 2:58 PM
To: Sanchez, Leydi
Subject: IMG_0472.jpeg



Sent from my iPhone

Sanchez, Leydi

From: Leydi Sanchez <[REDACTED]>
Sent: Wednesday, August 5, 2020 2:58 PM
To: Sanchez, Leydi
Subject: IMG_0469.jpeg



Sent from my iPhone

POLICE DEPT.
4305 SANTA FE AVE.

TELEPHONE
(323) 587-5171

VERNON POLICE DEPARTMENT
CITY OF VERNON

PRESENTED BY T. FLORES 660

REGARDING CASE No. CR2020-0873

PLEASE KEEP THIS CARD FOR REFERENCE



VEST INC.

MANUFACTURERS OF WELDED STEEL TUBING

Tarsicio Alvarez
Shipping and Receiving Leader



6023 Alcoa Avenue
Los Angeles, CA 90058



CLAIM FOR DAMAGES TO PERSON OR PROPERTY

RESERVE FOR FILING STAMP
CLAIM No. _____

INSTRUCTIONS

1. Claims for death, injury to person or to personal property must be filed not later than six (6) months after the occurrence. (Gov. Code Sec. 911.2)
2. Claims for damages to real property must be filed not later than one (1) year after the occurrence. (Gov. Code Sec. 911.2)
3. Read entire claim before filing.
4. See page 2 for diagram upon which to locate place of accident
5. This claim form must be signed on page 2 at bottom.
6. Attach separate sheets, if necessary, to give full details. SIGN EACH SHEET.
7. Claim must be filed with City Clerk. (Gov. Code Sec. 915a)

COV CITY CLERK'S OFFICE

RECEIVED

AUG20'20 AM 8:26:55

TO: CITY OF VERNON CITY COUNCIL

Name of Claimant

Edwin Silveira

Age of Claimant (If natural person)

40

Home Address of Claimant

City and State

Home Telephone Number

Business Address of Claimant

City and State

Business Telephone Number

Give address to which you desire notices or communications to be sent regarding this claim:

How did DAMAGE or INJURY occur? Give full particulars.

I was driving my 2014 Gray Ford Fusion Hybrid SE west bound on Bandini Boulevard (once the number 2 lane becomes the number 3 lane), and just east of Downey Road. Suddenly, unexpectedly and without warning, the sewer lid that exists where the number 2 and 3 lanes split, flew off and struck my vehicle causing damage. Attached hereto are photographs taken immediately after the incident of my vehicle, the sewer cap and the location of the incident.

When did DAMAGE or INJURY occur? Give full particulars, date, time of day, etc.:

Friday, July 24, 2020 at or about 12:50 p.m.

Where did DAMAGE or INJURY occur? Describe fully, and locate on diagram on reverse side of this sheet, where approximate, give street names and address and measurements from landmarks:

Near the split of the number 2 and 3 lanes on west bound Bandini Boulevard, just east of Downey Road.

What particular ACT or OMISSION do you claim caused the injury or damage? Give names of City employees, if any, causing the injury or damage, if known:

The dangerous condition of public property, and/or the negligent maintenance, installation and/or repair of the sewer cap, sewer, and/or other City property by as of yet unknown City Employees, agents, contractors and/or representatives resulted in the sewer cap flying off and hitting my vehicle.

What DAMAGE or INJURIES do you claim resulted? Give full extent of injuries or damages claimed:

At a minimum, property damage occurred to my right rear tire and rear panel, with total known damages to date of \$3,925.93 (please see attached photos, receipts and repair estimates). As of the submission of this claim, no injury claims are being asserted, with Claimant reserving the right to assert a future claim for bodily injuries.

What AMOUNT do you claim of each item of injury or damage as of date of presentation of this claim, giving basis of computation:

As of this time, no injury claims are being asserted. Claimant reserves the right to assert a claim for bodily injuries in the future. Minimum property damage-\$3,925.93 (please see attached repair estimates and receipts)

Give ESTIMATED AMOUNT as far as known you claim on account of each item of prospective injury or damage, giving basis of computation:

At a minimum, it is estimated another \$500 will be necessary for a rental car during repairs. Additionally, I have been advised that further repairs may be necessary should additional damages be discovered during the repair process.

Were you insured at the time of the incident? If so, provide name of insurance company, policy numbers and amount of insurance payments received:

Yes. Insurer: Esurance. Policy Number: PACA-5096871

Expenditures made on account of accident or Injury: (Date - Item)

(Amount)

As of the date of this claim submission expenditures total \$389.68 [AAA Tow Truck-\$90.00; Rim and Tire Replacement \$299.68]. Copies of receipts are attached hereto.

\$389.68

Name and address of Witnesses, Doctors and Hospitals:

Claimant's minor children Zoey & Gavin Silveira, and Reese Davila, all of whom reside with Claimant at the above referenced address.

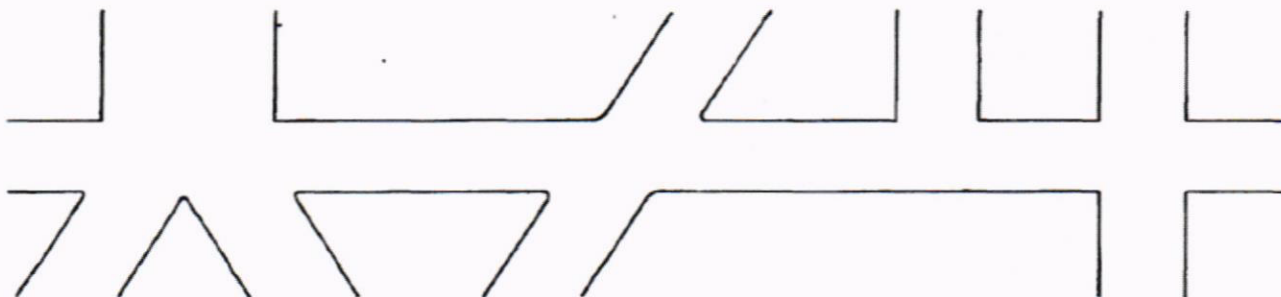
READ CAREFULLY

For all accident claims place on following diagram names of streets, including North, East, South, and West: indicate place of accident by "X" and by showing house numbers or distances to street corners.

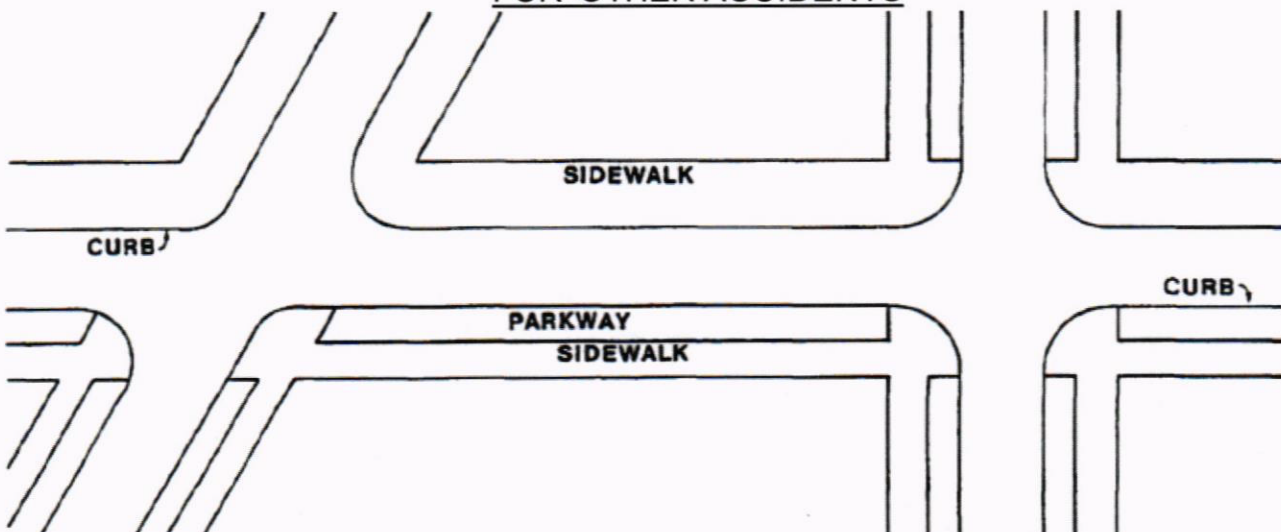
If City Vehicle was Involved, designate by letter "A" location of City vehicle when you first saw it, and by "B" location of yourself or your vehicle when you first saw City vehicle; location of City vehicle at time of accident by "A-1" and location of yourself or your vehicle at the time of accident by "B-1" and the point of impact by "X."

NOTE: If diagrams do not fit the situation, attach hereto a proper diagram signed by claimant.

FOR AUTOMOBILE ACCIDENTS



FOR OTHER ACCIDENTS



I declare, under penalty of perjury, that the foregoing, including any attachments, is true and correct.

Typed/Printed Name:

Edwin Silveira

Signature of Claimant or person filing on his/her behalf, giving relationship to Claimant:

Date:

8/4/20

NOTE: ALL CLAIMANTS MAY BE REQUESTED TO BE EXAMINED AS TO THEIR CLAIM UNDER OATH. PRESENTATION OF A FALSE CLAIM IS A FELONY (CAL. PEN. CODE SEC. 72). CLAIMS MUST BE FILED WITH CITY CLERK (GOV. CODE SEC. 915a). STATE LAW PROVIDES THAT IF YOU ARE NOT NOTIFIED OF ANY ACTION BY THE CITY OF THIS CLAIM WITHIN 45 DAYS OF FILING THEN THE CLAIM IS DEEMED DENIED (SEE GOV. CODE SEC. 911.6 & 912.4)



Payment Confirmation

Dear EDWIN SILVEIRA,

Thank you for contacting the Auto Club. This email is to confirm your one-time payment on 7/24/2020.

- **Membership Number:** XXXXXXXXXXXXX6607
- **Amount:** 90.00
- **Account Ending in:** 8322

Did you also know that you can now access your account, pay your bill online, and sign up for AAA Auto Pay at AAA.com/myaccount?

Please allow up to 72 hours for your payment to be processed by your financial institution and for billing changes to be reflected online.

The Automobile Club of Southern California thanks you for your loyalty.

Copyright © 2014 Automobile Club of Southern California. All Rights Reserved.
Please do not reply to this email as we are unable to respond to messages sent to this address.



TIRE & WHEEL
(323) 721-3000

KENDA
TIRES

BAR REG No:
AR239068

NAME Edwin Silvera

DATE 7/24/20 NO 14609

ADDRESS

SALESPERSON

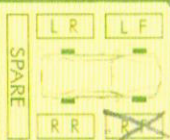
YEAR / MAKE / MODEL 2020 Ford F150

MILEAGE

INSTALLER

361611

DESCRIPTION EACH TOTAL



WORKMANSHIP & MATERIAL ☒ NO ROAD HAZARD
TREAD ☒ 40,000 ☐ 45,000 ☐ 50,000
WARR. ☐ 55,000 ☐ 60,000 ☐ 65,000
☐ 70,000 ☐ 75,000 ☐ 80,000
NO WARRANTY ☐

AMOUNT
BALANCE
VALVE STEM
ROTATION
FLAT REPAIR

1-28150R17 Kenda KR17
1) Used wheel (no warranty)

120-
150-

RECOMMENDED SERVICE

☒ ALIGNMENT ☐ ROTATION ☐ 3,000 ☐ 5,000
☐ SHOCKS ☐ STRUTS ☐ STUDS ☐ LUG NUTS
☒ RETORQUE LUG NUTS AFTER 15, 25 & 50 MILES AND PERIODICALLY THEREAFTER

SUBTOTAL
TAX
LABOR
TOTAL

2.00
27.68
299.68

TERMS AND LIABILITIES

☐ CASH ☐ CHECK ☐ CHARGE / DEBIT ☐ FINANCE ☐ DEPOSIT ☐ BALANCE

All goods and services are guaranteed by Avalon Tire & Wheel excluding dry, defects or excess wear caused by: Reparable punctures, damage by fire, collision accident, obstructions on the vehicle, lack of maintenance, i.e. ALIGNMENT, SHOCKS or overexcessive use such as run flat excessive speed, cornering and racing. NO warranty as to fitness or size, and no treadwear allowance when other than proper rim width used with proper size tire. The sole and exclusive remedy for breach of any warranty concerning the goods of merchandise covered by this receipt shall be the repair or the replacement of same as provided and Avalon Tire and Wheel will not be liable on any way for special or consequential damages. All wheels including chrome are guaranteed only 3 months from date of purchase against chipping or defect. Absolutely no exchange or return on any wheels or tires.

We are not responsible for damages done to cars, wheels, studs or fender clearance while mounting or changing tires.

AGREEMENT: By signing below constitutes acceptance of above service performed as being satisfactory and that all work done has been left in good condition. 20 % CHARGE FOR CANCELLED LAYAWAY & SPECIAL ORDERS. NO CLAIMS WITHOUT RECEIPT. ABSOLUTELY NO REFUNDS! YOU MOUNT THEM! YOU OWN THEM!

SIGNATURE

DATE

7-25-20

800 WASHINGTON BLVD., MONTEBELLO, CA 90640

Avalon Tire & Wheel

800 WASHINGTON BLVD
MONTEBELLO, CA 90640
323-721-3000

Cashier: Marcy

Transaction 002276

Total \$299.68

DEBIT CARD SALE \$299.68

25 Jul-2020 11:56:43A

\$299.68 | Method: EMV

US DEBIT XXXXXXXXXXXX3813

LISA REYNAGA

Reference ID: 020700502197

Auth ID: 571184

MID: *****7887

AID: A0000000980840

AthNtwkNm: INTERLINK

RtInd:DEBIT

PIN VERIFIED



NQQKEW8DYC056

Payment NQQKEW8DYC056

Clover Privacy Policy
<https://clover.com/privacy>



Committed to providing an "Extraordinary Repair
Experience" to our Guests and our Business
Partners
321 W Whittier Blvd., Montebello, CA 90640
Phone: (323) 722-3220
FAX: (323) 722-5649

Federal ID:

95-2582951

Preliminary Estimate

Customer: Reynaga, Lisa

Written By: Ralph Cardone

Insured: Reynaga, Lisa
Type of Loss:
Point of Impact: 04 Right Qtr Post (Right
Side)

Policy #:
Date of Loss:

Claim #:
Days to Repair: 8

Owner:
Reynaga, Lisa

Inspection Location:
SEIDNER'S COLLISION CENTER -
MONTEBELLO
321 W Whittier Blvd.
Montebello, CA 90640
Repair Facility
(323) 722-3220 Business

Insurance Company:
CUSTOMER PAY

VEHICLE

2014 FORD Fusion Hybrid SE FWD 4D SED 4-2.0L Hybrid Sequential MPI Gray

VIN: [REDACTED]
License: [REDACTED]
State: CA

Interior Color: Gray
Exterior Color: Gray
Production Date:

Mileage In: 1
Mileage Out: 1
Condition:

Vehicle Out:
Job #:

TRANSMISSION

Automatic Transmission

POWER

Power Steering
Power Brakes
Power Windows
Power Locks
Power Mirrors
Heated Mirrors
Power Driver Seat

DECOR

Dual Mirrors
Tinted Glass
Console/Storage
Overhead Console

CONVENIENCE

Air Conditioning
Intermittent Wipers
Tilt Wheel
Cruise Control
Rear Defogger
Keyless Entry
Alarm
Message Center
Steering Wheel Touch Controls
Telescopic Wheel
Climate Control

RADIO

AM Radio
FM Radio

Stereo

Search/Seek
CD Player
Auxiliary Audio Connection
Satellite Radio

SAFETY

Drivers Side Air Bag
Passenger Air Bag
Anti-Lock Brakes (4)
4 Wheel Disc Brakes
Front Side Impact Air Bags
Head/Curtain Air Bags
Positraction
Hands Free Device

SEATS

Cloth Seats

Bucket Seats
Reclining/Lounge Seats

WHEELS

Aluminum/Alloy Wheels

PAINT

Clear Coat Paint

OTHER

Traction Control
Stability Control
Signal Integrated Mirrors
Power Trunk/Gate Release

Line	Oper	Description	Part Number	Qty	Extended Price \$	Labor	Paint
1		PILLARS, ROCKER & FLOOR					
2	Repl	RT Front seal	DS7Z58101C36A	1	39.00	Incl.	
3	Repl	RT Rear seal	DS7Z54101C40A	1	36.86	Incl.	
4	Repl	RT Rocker molding clip	W716503S300	8	20.00		
5	Repl	RT Rocker molding	DS7Z5410176A	1	230.44	0.7	1.8
		Note: Torn Mounting Tabs					
6		Add for Clear Coat					0.7
7		REAR DOOR					
8	R&I	RT R&I trim panel				0.5	
9	R&I	RT Handle, outside w/passive entry				0.3	
10	R&I	RT Belt molding				0.3	
11	R&I	RT Rear w'strip				0.2	
12	R&I	RT Front w'strip				0.2	
13	R&I	RT W'strip on body				0.3	
14	R&I	RT Door w'strip				0.3	
15	Blnd	RT Outer panel					1.2
		Note: Due to close proximity to repair area on RT Quarter Panel					
16		BACK GLASS					
17	*	Rpr Rope/Mask - Back glass Ford Hermosillo plant				0.5	
18		QUARTER PANEL					
19	*	Subl R&I - RT Qtr glass FORD bright/black +20%		1	78.00 X		
20	#	Urethane Glass Kit		1	20.00		
21	*	Rpr RT Quarter panel				12.0	2.2
22		Overlap Major Non-Adj. Panel					-0.2
23		Add for Clear Coat					0.4
24	#	Rpr Sheet Metal/Floor Pull - RT Qtr Pnl				2.0	
25	#	Rpr Weld Tabs For Pull				1.0	
26	#	Setup for Floor Pull		1		1.0	
27		REAR LAMPS					
28	R&I	RT Tail lamp assy w/o ENERGY or TITANIUM				0.2	
29		REAR BUMPER					
30	R&I	R&I bumper cover				1.1	
31	* <>	Rpr Bumper cover w/o park sensors				2.0	3.0
32		Overlap Major Non-Adj. Panel					-0.2
33		Add for Clear Coat					0.6
34		VEHICLE DIAGNOSTICS					
35	*	Repl Pre-repair scan		1		0.5 M	
36	*	Repl Post-repair scan		1		0.5 M	
37		MISCELLANEOUS OPERATIONS					

Preliminary Estimate

Customer: Reynaga, Lisa

2014 FORD Fusion Hybrid SE FWD 4D SED 4-2.0L Hybrid Sequential MPI Gray

38	*	Repl		1		0.0
39	#	Rpr	Color Match			0.5
40	#		Mask For Primer	1	10.00	0.4
41	#		Mask For Paint	1	12.00	0.5
42	#		Mask Jambs For Overspray	1	5.00	0.3
			Note: RR Door			
43	#		Mask Window Openings	1	5.00	0.2
			Note: RT Qtr Glass			
44	#		Mask trunk compartment	1	3.00 X	0.2
45	#		Fill Sand And Feather	1	7.50	1.0
46	#		Adhesion Promoter	1	8.00	0.2
47	#		Corrosion Protection	1	10.00	0.2
48	#	Rpr	Color Sand And Polish			
49	#		Hazardous Waste Disposal	1	5.00 X	
SUBTOTALS				489.80	27.1	9.5

ESTIMATE TOTALS

Category	Basis	Rate	Cost \$
Parts			481.80
Body Labor	26.1 hrs @	\$ 65.00 /hr	1,696.50
Paint Labor	9.5 hrs @	\$ 65.00 /hr	617.50
Mechanical Labor	1.0 hrs @	\$ 115.00 /hr	115.00
Paint	9.5 hrs @	\$ 55.00 /hr	522.50
Miscellaneous			8.00
Subtotal			3,441.30
Sales Tax	\$ 926.30 @	10.2500 %	94.95
Grand Total			3,536.25

MyPriceLink Estimate ID / Quote ID:

718545040326008832 / 71217065

Customer: Reynaga, Lisa

2014 FORD Fusion Hybrid SE FWD 4D SED 4-2.0L Hybrid Sequential MPI Gray

Thank you for visiting Seidner's Collision Centers. We appreciate the opportunity that you have given us to prepare an estimate for your vehicle! We understand that you have many choices when it comes to collision repair.

Seidner's Collision Centers is committed to giving you an EXTRAORDINARY REPAIR EXPERIENCE!

Here are just a few things about Seidner's Collision Centers that we are very proud of.

We have been serving the great people of the San Gabriel Valley and Inland Empire since 1964

Our Customer Satisfaction scores are among the highest in the country

We have multiple locations dedicated to the highest quality of collision repair.

We work directly with all major Insurance Companies on your behalf

We can set up a rental reservation for you with the Rental Car Company of your choice

We invest heavily in training to ensure you receive the highest quality repair in the industry

We have State of the Art equipment required to properly repair your vehicle

Every step of the repair process is checked and documented to ensure a proper repair

Again, thank you for taking the time to visit Seidner's Collision Centers. If you have any questions or would like to set up an appointment, please feel free to contact our office at (323) 722-3220. We are happy to help!

FOR YOUR PROTECTION CALIFORNIA LAW REQUIRES THE FOLLOWING TO APPEAR ON THIS FORM: ANY PERSON WHO KNOWINGLY PRESENTS FALSE OR FRAUDULENT CLAIM FOR THE PAYMENT OF A LOSS IS GUILTY OF A CRIME AND MAY BE SUBJECT TO FINES AND CONFINEMENT IN STATE PRISON.

THE FOLLOWING IS A LIST OF ABBREVIATIONS OR SYMBOLS THAT MAY BE USED TO DESCRIBE WORK TO BE DONE OR PARTS TO BE REPAIRED OR REPLACED:

MOTOR ABBREVIATIONS/SYMBOLS: D=DISCONTINUED PART, A=APPROXIMATE PRICE. LABOR TYPES: B=BODY LABOR, D=DIAGNOSTIC, E=ELECTRICAL, F=FRAME, G=GLASS, M=MECHANICAL, P=PAINT LABOR, S=STRUCTURAL, T=TAXED MISCELLANEOUS, X=NON TAXED MISCELLANEOUS. CCC ONE: ADJ=ADJACENT, ALGN=ALIGN, A/M=AFTERMARKET, BLND=BLEND, CAPA=CERTIFIED AUTOMOTIVE PARTS ASSOCIATION, D&R=DISCONNECT AND RECONNECT, EST=ESTIMATE, EXT. PRICE=UNIT PRICE MULTIPLIED BY THE QUANTITY, INCL=INCLUDED, MISC=MISCELLANEOUS, NAGS=NATIONAL AUTO GLASS SPECIFICATIONS, NON-ADJ=NON ADJACENT, O/H=OVERHAUL, OP=OPERATION, NO=LINE NUMBER, QTY=QUANTITY, RECOND=RECONDITION, REFN=REFINISH, REPL=REPLACE, R&I=REMOVE AND INSTALL, R&R=REMOVE AND REPLACE, RPR=REPAIR, RT=RIGHT, SECT=SECTION, SUBL=SUBLET, LT=LEFT, W/O=WITHOUT, W/_=WITH/_ SYMBOLS: #=MANUAL LINE ENTRY, *=OTHER [IE..MOTORS DATABASE INFORMATION WAS CHANGED], **=DATABASE LINE WITH AFTERMARKET, N=NOTES ATTACHED TO LINE. OPT OEM=ORIGINAL EQUIPMENT MANUFACTURER PARTS EITHER OPTIONALLY SOURCED OR OTHERWISE PROVIDED WITH SOME UNIQUE PRICING OR DISCOUNT.

"CURE TIME" MEANS THE LENGTH OF TIME THAT, PER THE ADHESIVE MANUFACTURER, THE WINDSHIELD ADHESIVE NEEDS TO CURE UNTIL THE WINDSHIELD CAN PROPERLY FUNCTION AS A SAFETY DEVICE PURSUANT TO THE FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND THE VEHICLE MANUFACTURER'S SPECIFICATIONS.

Customer: Reynaga, Lisa

2014 FORD Fusion Hybrid SE FWD 4D SED 4-2.0L Hybrid Sequential MPI Gray

Estimate based on MOTOR CRASH ESTIMATING GUIDE and potentially other third party sources of data. Unless otherwise noted, (a) all items are derived from the Guide DR2JP13, CCC Data Date 07/17/2020, and potentially other third party sources of data; and (b) the parts presented are OEM-parts. OEM parts are manufactured by or for the vehicle's Original Equipment Manufacturer (OEM) according to OEM's specifications for U.S. distribution. OEM parts are available at OE/Vehicle dealerships or the specified supplier. OPT OEM (Optional OEM) or ALT OEM (Alternative OEM) parts are OEM parts that may be provided by or through alternate sources other than the OEM vehicle dealerships with discounted pricing. Asterisk (*) or Double Asterisk (**) indicates that the parts and/or labor data provided by third party sources of data may have been modified or may have come from an alternate data source. Tilde sign (~) items indicate MOTOR Not-Included Labor operations. The symbol (<>) indicates the refinish operation WILL NOT be performed as a separate procedure from the other panels in the estimate. Non-Original Equipment Manufacturer aftermarket parts are described as Non OEM, A/M or NAGS. Used parts are described as LKQ, RCY, or USED. Reconditioned parts are described as Recond. Recored parts are described as Recore. NAGS Part Numbers and Benchmark Prices are provided by National Auto Glass Specifications. Labor operation times listed on the line with the NAGS information are MOTOR suggested labor operation times. NAGS labor operation times are not included. Pound sign (#) items indicate manual entries.

Some 2021 vehicles contain minor changes from the previous year. For those vehicles, prior to receiving updated data from the vehicle manufacturer, labor and parts data from the previous year may be used. The CCC ONE estimator has a list of applicable vehicles. Parts numbers and prices should be confirmed with the local dealership.

The following is a list of additional abbreviations or symbols that may be used to describe work to be done or parts to be repaired or replaced:

SYMBOLS FOLLOWING PART PRICE:

m=MOTOR Mechanical component. s=MOTOR Structural component. T=Miscellaneous Taxed charge category. X=Miscellaneous Non-Taxed charge category.

SYMBOLS FOLLOWING LABOR:

D=Diagnostic labor category. E=Electrical labor category. F=Frame labor category. G=Glass labor category. M=Mechanical labor category. S=Structural labor category. (numbers) 1 through 4=User Defined Labor Categories.

OTHER SYMBOLS AND ABBREVIATIONS:

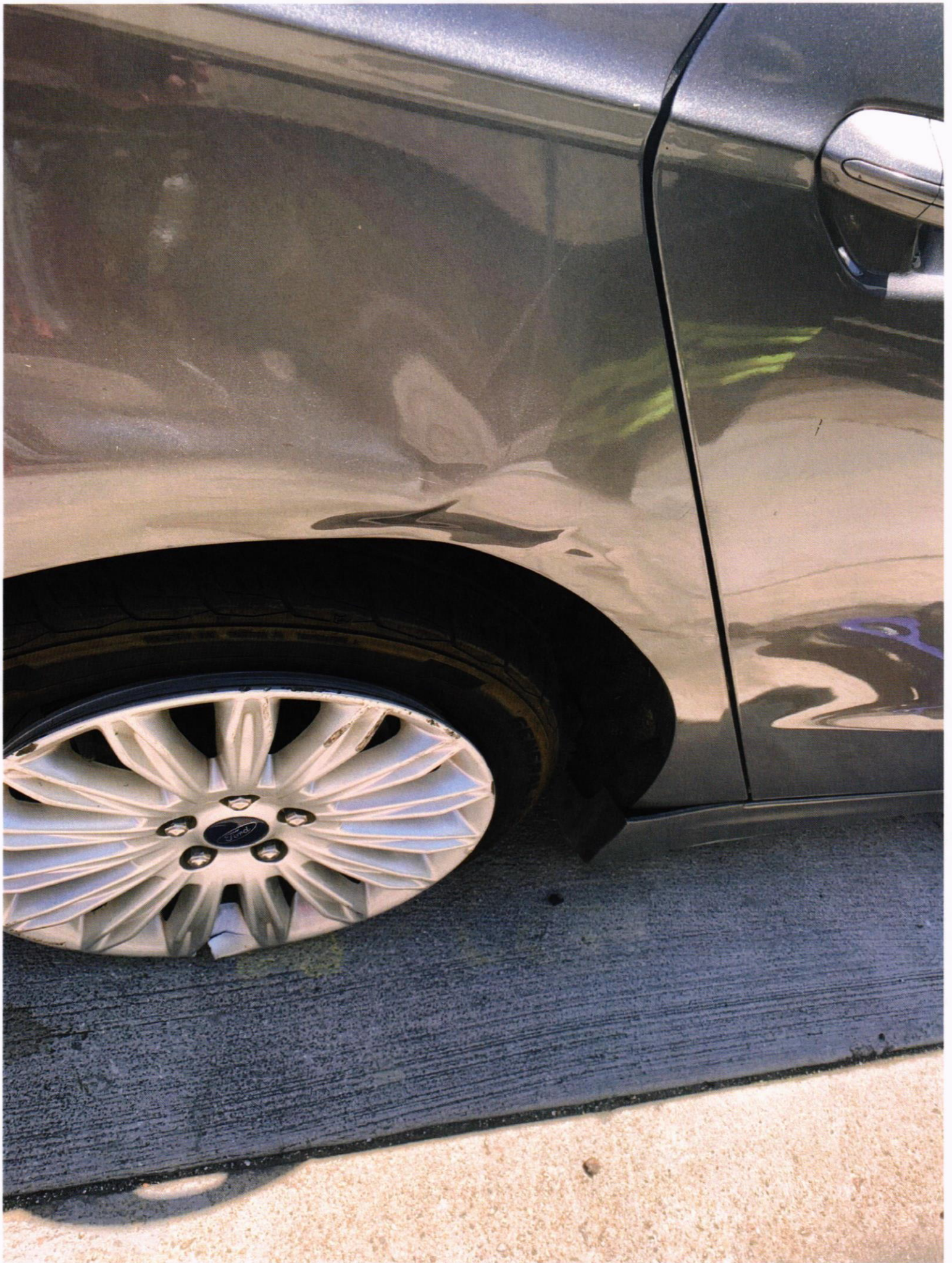
Adj.=Adjacent. Algn.=Align. ALU=Aluminum. A/M=Aftermarket part. Blnd=Blend. BOR=Boron steel. CAPA=Certified Automotive Parts Association. D&R=Disconnect and Reconnect. HSS=High Strength Steel. HYD=Hydroformed Steel. Incl.=Included. LKQ=Like Kind and Quality. LT=Left. MAG=Magnesium. Non-Adj.=Non Adjacent. NSF=NSF International Certified Part. O/H=Overhaul. Qty=Quantity. Refn=Refinish. Repl=Replace. R&I=Remove and Install. R&R=Remove and Replace. Rpr=Repair. RT=Right. SAS=Sandwiched Steel. Sect=Section. Subl=Sublet. UHS=Ultra High Strength Steel. N=Note(s) associated with the estimate line.

CCC ONE Estimating - A product of CCC Information Services Inc.

The following is a list of abbreviations that may be used in CCC ONE Estimating that are not part of the MOTOR CRASH ESTIMATING GUIDE:

BAR=Bureau of Automotive Repair. EPA=Environmental Protection Agency. NHTSA= National Highway Transportation and Safety Administration. PDR=Paintless Dent Repair. VIN=Vehicle Identification Number.















Downey Rd

LEFT LANE
MUST
TURN LEFT





Downey Rd











City Council Agenda Item Report

Agenda Item No. COV-313-2020

Submitted by: John Lau

Submitting Department: Finance/Treasury

Meeting Date: September 1, 2020

SUBJECT

City Payroll Warrant Register

Recommendation:

Approve City Payroll Warrant Register No. 770, for the period of July 1 through July 31, 2020, which totals \$4,258,150.66 and consists of ratification of direct deposits, checks and taxes totaling \$2,996,148.77 and ratification of checks and electronic fund transfers (EFT) for payroll related disbursements totaling \$1,262,001.89 paid through operating bank account.

Background:

Section 2.13 of the Vernon Municipal Code indicates the City Treasurer, or an authorized designee, shall prepare warrants covering claims or demands against the City which are to be presented to City Council for its audit and approval. Pursuant to the aforementioned code section, the City Treasurer has prepared City Payroll Account Warrant Register No. 770 covering claims and demands presented during the period of July 1 through July 31, 2020, drawn, or to be drawn, from East West Bank for City Council approval.

Fiscal Impact:

The fiscal impact of approving City Payroll Warrant Register No. 770, totals \$4,258,150.66. The Finance Department has determined that sufficient funds to pay such claims/demands, are available in the respective accounts referenced on City Payroll Warrant Register No. 770.

Attachments:

1. [City Payroll Account Warrant Register No. 770](#)

PAYROLL WARRANT REGISTER
City of Vernon

No. **770** Month of **August 2020**

I hereby Certify: that claims or demands covered by the above listed warrants have been audited as to accuracy and availability of funds for payments thereof; and that said claims or demands are accurate and that funds are available for payments thereof.



Scott A. Williams
Director of Finance / City Treasurer

Date: 8/20/2020

This is to certify that the claims or demands covered by the above listed warrants have been audited by the City Council of the City of Vernon and that all of said warrants are approved for payments

DATE

DATE

Payrolls reported for the month of July:

06/07/20 - 06/20/20, Paydate 07/02/20

06/21/20 - 07/04/20, Paydate 07/16/20

07/04/20 - 07/04/20, Paydate 07/16/20

07/05/20 - 07/18/20, Paydate 07/30/20

Payment

Method	Date	Payment Description	Amount
CHECKS	07/02/20	Net payroll, checks	\$ 16,643.15
ACH	07/02/20	Net payroll, direct deposits	718,305.73
ACH	07/02/20	Payroll taxes	190,612.66
CHECKS	07/16/20	Net payroll, checks	21,229.89
ACH	07/16/20	Net payroll, direct deposits	778,785.59
ACH	07/16/20	Payroll taxes	224,981.33
CHECKS	07/16/20	Net payroll, checks	139.90
ACH	07/16/20	Net payroll, direct deposits	5,461.90
ACH	07/16/20	Payroll taxes	2,508.40
CHECKS	07/30/20	Net payroll, checks	10,926.22
ACH	07/30/20	Net payroll, direct deposits	799,778.75
ACH	07/30/20	Payroll taxes	226,775.25

Total net payroll and payroll taxes**2,996,148.77**

605838	07/02/20	Franchise Tax Board	1,206.31
10040	07/02/20	Vernon Police Officers Benefit Association	2,132.07
10041	07/02/20	IBEW Union Dues	3,342.76
10042	07/02/20	Vernon Firemen's Association	2,613.00
10043	07/02/20	ICMA Retirement Trust 457	36,658.79
9928	07/02/20	Blue Shield of California	306,608.16
9929	07/02/20	MetLife - Group Benefits	16,119.62
9930	07/02/20	Mutual of Omaha	10,568.42
10067	07/08/20	Colonial	5,684.97
10066	07/08/20	AFLAC	11,955.34
10065	07/07/20	MES Vision	4,782.57
10046	07/08/20	CalPERS	241,293.19
10047	07/03/20	State Disbursement Unit	789.22
605931	07/16/20	Franchise Tax Board	1,206.31
10048	07/16/20	Vernon Police Officers Benefit Association	2,132.07
10049	07/16/20	Teamsters Local 911	2,160.00
10050	07/16/20	Vernon Firemen's Association	2,613.00
10051	07/16/20	ICMA Retirement Trust 457	38,334.78
10054	07/28/20	CalPERS	262,287.38
10055	07/17/20	State Disbursement Unit	789.22
605993	07/30/20	Franchise Tax Board	1,206.31
10069	07/30/20	Vernon Police Officers Benefit Association	2,191.37
10068	07/30/20	Vernon Firemen's Association	2,613.00
10070	07/30/20	ICMA Retirement Trust 457	35,169.83
10073	07/31/20	CalPERS	266,754.98
10074	07/30/20	State Disbursement Unit	789.22

**Payroll related disbursements, paid through
Operating bank account****1,262,001.89****Total net payroll, taxes, and related disbursements****\$ 4,258,150.66**

JL

City Council Agenda Item Report

Agenda Item No. COV-312-2020

Submitted by: John Lau

Submitting Department: Finance/Treasury

Meeting Date: September 1, 2020

SUBJECT

Operating Account Warrant Register

Recommendation:

Approve Operating Account Warrant Register No. 51, for the period of July 19 through August 15, 2020, which totals \$10,223,414.19 and consists of ratification of electronic payments totaling \$9,796,376.07 and ratification of the issuance of early checks totaling \$427,038.12.

Background:

Section 2.13 of the Vernon Municipal Code indicates the City Treasurer, or an authorized designee, shall prepare warrants covering claims or demands against the City which are to be presented to City Council for its audit and approval. Pursuant to the aforementioned code section, the City Treasurer has prepared Operating Account Warrant Register No. 51 covering claims and demands presented during the period of July 19 through August 15, 2020, drawn, or to be drawn, from East West Bank for City Council approval.

Fiscal Impact:

The fiscal impact of approving Operating Account Warrant Register No. 51, totals \$10,223,414.19. The Finance Department has determined that sufficient funds to pay such claims/demands, are available in the respective accounts referenced on Operating Account Warrant Register No. 51.

Attachments:

1. [Operating Account Warrant Register No. 51](#)



**CITY OF VERNON
OPERATING ACCOUNT
WARRANT REGISTER NO. 51
SEPTEMBER 1, 2020**

I hereby certify that claims and/or demands included in above listed warrant register have been audited for accuracy and availability of funds for payments and that said claims and/or demands are accurate and that the funds are available for payments thereof.

Scott Williams

Scott Williams

Director of Finance / City Treasurer

Date: 8/20/2020

This is to certify that the claims or demands covered by the above listed warrants have been audited by the City Council of the City of Vernon and that all of said warrants are approved for payments except Warrant Numbers:

**CITY OF VERNON
OPERATING ACCOUNT
WARRANT REGISTER NO. 51
SEPTEMBER 1, 2020**

ELECTRONIC

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	PAYMENT NUMBER	PAYMENT AMOUNT
002412 - CALIFORNIA ISO	055.9200.500150	\$ 105,202.08	Initial Charges 07/20	202007143146110 685				
	055.9200.500170	\$ 12,806.44	Initial Charges 07/20	202007143146110 685				
	055.9200.500210	\$ 16,358.39	Initial Charges 07/20	202007143146110 685				
	055.9200.500151	\$ -0.07	Initial Charges 07/20	202007143146110 685				
	055.9200.500190	\$ -10,404.24	Initial Charges 07/20	202007143146110 685				
	055.9200.500150	\$ -32,818.60	Recalculation Charges 06/20	202007143146110 685				
	055.9200.500151	\$ -0.03	Recalculation Charges 06/20	202007143146110 685				
	055.9200.500170	\$ -600.30	Recalculation Charges 06/20	202007143146110 685				
	055.9200.500190	\$ -163.63	Recalculation Charges 06/20	202007143146110 685				
	055.9200.500210	\$ -67.87	Recalculation Charges 06/20	202007143146110 685				
						07/20/2020	9997	\$ 90,312.17
002517 - SO CAL PUBLIC POWER AUTHORITY	055.9200.500180	\$ 225,608.00	Minimum Cost 07/20	PV0720				
	055.9200.500150	\$ 52,118.00	Variable Cost 06/20	PV0720				
	055.122100	\$ 10,000.00	PSF Cost 06/20	PV0720				
						07/21/2020	9998	\$ 287,726.00

**CITY OF VERNON
OPERATING ACCOUNT
WARRANT REGISTER NO. 51
SEPTEMBER 1, 2020**

ELECTRONIC

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	PAYMENT NUMBER	PAYMENT AMOUNT
002533 - BANK OF NEW YORK MELLON	055.9000.592010	\$ 1,100.00	Depository Agent & Audit Confirmation	2522303807		07/21/2020	9999 \$	1,100.00
006687 - NDS	011.1004.520000	\$ 425.32	Postage	770235		07/21/2020	10000 \$	425.32
000629 - OPEN ACCESS TECHNOLOGY INTL, I	055.9200.596200	\$ 381.49	Electronic Tagging~	156341	055.0002734			
	055.9200.596200	\$ 460.27	Charges: January - June 2020~	156341	055.0002734	07/21/2020	10001 \$	841.76
006702 - SALLY SWANSON ARCHITECTS, INC	011.1043.595200	\$ 6,430.00	ADA Self Evaluation & Transition Plan	245624		07/21/2020	10002 \$	6,430.00
003584 - WILLIAMS DATA MANAGEMENT	011.1003.596200	\$ 1,324.88	Storage Services	513879		07/21/2020	10003 \$	1,324.88
002468 - DEPARTMENT OF WATER & POWER	055.9200.500170	\$ 21,870.00	Electric Energy Transactions	GA196848				
	055.9200.500260	\$ 575.00	Electric Energy Transactions	GA196848		07/23/2020	10004 \$	22,445.00
002060 - CALPINE ENERGY SERVICES, L.P.	055.9200.500160	\$ 134,085.00	Natural Gas 06/20	62428		07/23/2020	10005 \$	134,085.00

**CITY OF VERNON
OPERATING ACCOUNT
WARRANT REGISTER NO. 51
SEPTEMBER 1, 2020**

ELECTRONIC

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	PAYMENT NUMBER	PAYMENT AMOUNT
006298 - CIMA ENERGY, LP	055.9200.500160	\$ 46,550.00	Natural Gas 06/20	620105372		07/23/2020	10006	\$ 46,550.00
003606 - INSIGHT PUBLIC SECTOR, INC	011.9019.590110	\$ 535.60	Veeam Backup for Microsoft Office 365 -	1100742429	011.0014409	07/23/2020	10007	\$ 535.60
006086 - MACQUARIE ENERGY, LLC	055.9200.500160	\$ 518,941.25	Natural Gas 06/20	GASI00140491		07/23/2020	10008	\$ 518,941.25
006318 - MIECO, INC	055.9200.500160	\$ 111,174.15	Natural Gas 06/20	272869		07/23/2020	10009	\$ 111,174.15
005908 - PACIFIC SUMMIT ENERGY, LLC	055.9200.500160	\$ 53,860.00	Natural Gas 06/20	229047		07/23/2020	10010	\$ 53,860.00
006262 - MERCURIA ENERGY AMERICA, INC	055.9200.500160	\$ 449,532.43	Natural Gas 06/20	3202466		07/23/2020	10011	\$ 449,532.43
002227 - US DEPARTMENT OF ENERGY	055.9200.500150	\$ 29,647.96	Boulder Canyon Project Charges 06/20	GG1766W0620		07/23/2020	10012	\$ 54,828.13
	055.9200.500180	\$ 25,180.17	Boulder Canyon Project Charges 06/20	GG1766W0620				
006571 - NATIONAL READY MIXED CONCRETE	011.1004.401250	\$ 61,692.80	Sales Tax Sharing Agreement~	071520		07/23/2020	10013	\$ 61,692.80

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006483 - SMUD	056.200100	\$ 378,844.48	Refund receipt #: 0019335~	Ref000225999		07/23/2020	10014	\$ 378,844.48
002517 - SO CAL PUBLIC POWER AUTHORITY	055.9200.500154	\$ 246,634.16	Antelope DSR 1 Solar Project	DSR10720		07/23/2020	10015	\$ 246,634.16
000209 - MERRIMAC ENERGY GROUP	011.120030	\$ 3,321.14	Diesel Fuel	2202352	011.0014402			
	011.120030	\$ 3.75	AB32 Fee	2202352	011.0014402			
	011.120030	\$ 709.56	State Diesel Tax	2202352	011.0014402			
	011.120030	\$ 1.97	Lust Fee	2202352	011.0014402			
	011.120030	\$ 507.33	Clear Diesel Sales Tax	2202352				
	011.120030	\$ 10,253.85	Unleaded Fuel	2202353	011.0014402			
	011.120030	\$ 20.80	Ca Enviro / Federal Oil Spill Tax	2202353	011.0014402			
	011.120030	\$ 8.87	Ca. Childhood Lead Fee	2202353	011.0014402			
	011.120030	\$ 22.93	AB32 Fee	2202353	011.0014402			
	011.120030	\$ 2,795.43	State Gasoline Tax	2202353	011.0014402			
	011.120030	\$ 5.91	Lust Fee	2202353	011.0014402			
	011.120030	\$ 589.83	Fuel Sales Tax 4.50%	2202353		07/24/2020	10016	\$ 18,241.37
005872 - PNC EQUIPMENT FINANCE, LLC	011.1033.850000	\$ 158,059.45	Rental Payment	855869		07/24/2020	10017	\$ 158,059.45

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002412 - CALIFORNIA ISO	055.9200.500150	\$ 2,108.41	Recalculation Charges 04/20	202007213146192				
				007				
	055.9200.500190	\$ 490.98	Recalculation Charges 04/20	202007213146192				
				007				
	055.9200.500151	\$ -0.48	Recalculation Charges 04/20	202007213146192				
				007				
	055.9200.500170	\$ -142.72	Recalculation Charges 04/20	202007213146192				
				007				
	055.9200.500180	\$ -10.76	Recalculation Charges 04/20	202007213146192				
				007				
	055.9200.500150	\$ 7,472.34	Recalculation Charges 07/20	202007213146192				
				007				
	055.9200.500190	\$ 346.56	Recalculation Charges 07/20	202007213146192				
				007				
	055.9200.500210	\$ 256.84	Recalculation Charges 07/20	202007213146192				
				007				
	055.9200.500151	\$ -0.01	Recalculation Charges 07/20	202007213146192				
				007				
	055.9200.500170	\$ -82.75	Recalculation Charges 07/20	202007213146192				
				007				
	055.9200.500150	\$ 154,874.68	Initial Charges 07/20	202007213146192				
				007				
	055.9200.500210	\$ 16,008.39	Initial Charges 07/20	202007213146192				
				007				
	055.9200.500151	\$ -0.39	Initial Charges 07/20	202007213146192				
				007				
	055.9200.500170	\$ -6,780.93	Initial Charges 07/20	202007213146192				
				007				

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002412 - CALIFORNIA ISO	055.9200.500190	\$ -14,391.86	Initial Charges 07/20	202007213146192 007				
	055.9200.500150	\$ 2,285.47	Recalculation Charges 06/20	202007213146192 007				
	055.9200.500170	\$ 34,480.56	Recalculation Charges 06/20	202007213146192 007				
	055.9200.500190	\$ 320.01	Recalculation Charges 06/20	202007213146192 007				
	055.9200.500210	\$ 40.29	Recalculation Charges 06/20	202007213146192 007				
	055.9200.500240	\$ 213.92	Recalculation Charges 06/20	202007213146192 007				
	055.9200.500180	\$ -0.37	Recalculation Charges 06/20	202007213146192 007				
						07/27/2020	10018	\$ 197,488.18
002242 - CA DEPARTMENT OF TAX & FEE ADM	055.200230	\$ 80,544.00	Electrical Energy Surcharge 04/20 -	072320				
						07/28/2020	10019	\$ 80,544.00
001479 - BLOOMBERG FINANCE, LP	055.9200.596200	\$ 5,910.00	Bloomberg Terminal~	5605600075				
						07/28/2020	10020	\$ 5,910.00
004500 - ICE US OTC COMMODITY MARKETS,	055.9200.596200	\$ 1,250.00	OTC Commission Adjustment	620001688088				
						07/28/2020	10021	\$ 1,250.00

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005365 - DIANA MORALES GONZALES	057.1057.550000	\$ 103.59	Reimb. Internet Charges 10/19-12/19	072820		07/28/2020	10022	\$ 103.59
001441 - MORGAN, LEWIS & BOCKIUS, LLP	055.9000.595200	\$ 286,918.33	Re: Bicent PPA Outage~	4440583				
	055.9000.595200	\$ 282,924.10	Re: Bicent PPA Outage~	4463820				
	055.9000.595200	\$ 199,658.35	Re: Bicent PPA Outage~	4484994		07/28/2020	10023	\$ 769,500.78
000016 - MOTOROLA SOLUTIONS, INC	011.1033.594000	\$ 5,950.00	HMN4080A~	16089612	011.0014181			
	011.1033.594000	\$ 565.25	Sales Tax 9.5%	16089612		07/28/2020	10024	\$ 6,515.25
005658 - POWER SETTLEMENTS CONSULTING &	055.9200.596200	\$ 6,393.75	Software Services Fee 08/20	VERN57		07/28/2020	10025	\$ 6,393.75
002517 - SO CAL PUBLIC POWER AUTHORITY	055.9200.500154	\$ 268,640.57	Puente Hills Landfill Gas Project	PHL0720		07/28/2020	10026	\$ 268,640.57
002517 - SO CAL PUBLIC POWER AUTHORITY	055.9200.596200	\$ 10,509.03	Resolution Billing	720				
	055.9000.596700	\$ 2,157.87	Resolution Billing	720				
	055.7200.596702	\$ 1,923.18	Resolution Billing	720				
	055.9000.596200	\$ 3,290.00	Resolution Billing	720		07/28/2020	10027	\$ 17,880.08

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000059 - SO CAL EDISON	055.9200.500170	\$ 24,669.00	Laguna Bell 07/20	7501146386				
	055.9200.500170	\$ 53,460.00	Victorville Lugo Vernon 07/20	7501146426				
	055.9200.500170	\$ 126,360.00	Mead Laguna Bell 07/20	7501146427				
						07/28/2020	10028	\$ 204,489.00
001581 - THE GAS COMPANY	055.9200.550022	\$ 25,000.00	Natural Gas 06/20	202006GS022		07/28/2020	10029	\$ 25,000.00
001581 - THE GAS COMPANY	055.9200.550022	\$ 192,853.95	Reservation & Transmission Charges 06/20	071320		07/28/2020	10030	\$ 192,853.95
002242 - CA DEPARTMENT OF TAX & FEE ADM	011.200250	\$ 135.36	2Q20 Use Tax Payment	063020				
	020.200250	\$ 505.64	2Q20 Use Tax Payment	063020		07/30/2020	10031	\$ 641.00
006865 - ALVAREZ-GLASMAN & COLVIN	011.1024.593200	\$ 17,500.00	Monthly Retainer 07/20	071620		07/30/2020	10032	\$ 17,500.00
004303 - ATHENS INSURANCE SERVICES, INC	011.1026.594200	\$ 6,105.33	TPA Fees 07/20	IVC21850		07/30/2020	10033	\$ 6,105.33
003053 - LEVEL 3 COMMUNICATIONS, LLC	057.1057.500173	\$ 8,976.29	Internet Access Services	130187752		07/30/2020	10034	\$ 8,976.29

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000839 - MEASUREMENT CONTROL SYSTEMS, I	056.5600.900000	\$ 9,746.00	6" GTS-175, 30 DEG ROTOR~	215466	056.0000604			
	056.5600.900000	\$ 14,751.84	4" GTS, 740 PSIG~	215466	056.0000604			
	056.5600.900000	\$ 2,327.29	Sales Tax 9.5%	215466				
						07/30/2020	10035	\$ 26,825.13
005182 - ANTHEM BLUE CROSS	011.1026.502031	\$ 14,177.82	Medical Retirees~	123653689				
						07/30/2020	10036	\$ 14,177.82

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001481 - VERIZON WIRELESS	055.9000.560010	\$ 834.75	Period: 03/20	040720_MULTIPLE(
	055.8000.560010	\$ 1,817.52	Period: 03/20	2)				
	055.8200.560010	\$ 3,465.49	Period: 03/20	040720_MULTIPLE(
	056.5600.560010	\$ 346.52	Period: 03/20	2)				
	011.9019.560010	\$ 274.21	Period: 04/20	040720_MULTIPLE(
	011.9019.560010	\$ 297.04	Period: 04/20	2)				
	011.9019.560010	\$ 186.18	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 1,722.59	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 2,147.99	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 2,320.51	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 431.95	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 757.27	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 846.94	Period: 04/20	050720_MULTIPLE				
	011.9019.560010	\$ 84.76	Period: 04/20	050720_MULTIPLE				
	055.9000.560010	\$ 798.46	Period: 04/20	050720_MULTIPLE(
	055.8000.560010	\$ 1,834.79	Period: 04/20	2)				
	055.8200.560010	\$ 2,537.69	Period: 04/20	050720_MULTIPLE(
	056.5600.560010	\$ 336.67	Period: 04/20	2)				
				050720_MULTIPLE(
				2)				

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001481 - VERIZON WIRELESS	011.9019.560010	\$ 229.36	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 241.37	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 138.47	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 866.74	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 3,946.01	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 2,076.02	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 414.46	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 558.52	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 851.36	Period: 05/20	060720_MULTIPLE				
	011.9019.560010	\$ 48.18	Period: 05/20	060720_MULTIPLE				
	055.9000.560010	\$ 547.01	Period: 05/20	060720_MULTIPLE(
				2)				
	055.8000.560010	\$ 1,597.82	Period: 05/20	060720_MULTIPLE(
				2)				
	055.8200.560010	\$ 2,645.13	Period: 05/20	060720_MULTIPLE(
				2)				
	056.5600.560010	\$ 274.42	Period: 05/20	060720_MULTIPLE(
				2)				
						07/20/2020	10056 \$	35,476.20
000059 - SO CAL EDISON	011.1043.560000	\$ 50.49	Period: 06/20	063020				
	055.8100.560010	\$ 37.26	Period: 06/20	063020(2)				
	011.1043.560000	\$ 287.90	Period: 06/20	070220				
						07/23/2020	10057 \$	375.65

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004075 - THE DEPARTMENT OF THE TREASURY	011.210210	\$ 33.71	Medicare Tax: 3rd Party Sick Pay	070820		07/23/2020	10058	\$ 33.71
000249 - FEDEX	056.5600.520000	\$ 128.19	Period: 06/20	704330371		07/24/2020	10059	\$ 153.64
	055.9000.520000	\$ 25.45	Period: 06/20	704976885				
001552 - HOME DEPOT CREDIT SERVICES	011.1033.520000	\$ 143.63	Small Tools, Plumbing, & Building	062720_MULTIPLE	011.0013950	07/24/2020	10060	\$ 143.63
002190 - OFFICE DEPOT	011.1031.520000	\$ 213.21	Supplies	491427869001		07/24/2020	10061	\$ 282.66
	011.1031.520000	\$ 20.25	Sales Tax 9.5%	491427869001				
	011.1031.520000	\$ 11.99	Supplies	491444363001				
	011.1031.520000	\$ 1.14	Sales Tax 9.5%	491444363001				
	011.1031.520000	\$ 30.20	Supplies	491444364001				
	011.1031.520000	\$ 2.87	Sales Tax 9.5%	491444364001				
	011.1031.520000	\$ 2.74	Supplies	491444365001				
	011.1031.520000	\$ 0.26	Sales Tax 9.5%	491444365001				
000059 - SO CAL EDISON	055.9200.560010	\$ 652.66	Period: 06/20	070220(2)		07/24/2020	10062	\$ 652.66

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001617 - UPS	011.1033.520000	\$ 31.68	Period: 06/20	933312250(2)				
	011.1041.520000	\$ 31.00	Period: 06/20	933312250(2)				
	011.1041.520000	\$ 31.00	Period: 06/20	933312260(2)				
						07/27/2020	10063	\$ 93.68

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000714 - CALPERS	011.1001.502020	\$ 1,407.01	Monthly Expense of UAL~	100000016090306				
	011.1002.502020	\$ 9,185.37	Monthly Expense of UAL~	100000016090306				
	011.1003.502020	\$ 5,282.91	Monthly Expense of UAL~	100000016090306				
	011.1004.502020	\$ 19,485.72	Monthly Expense of UAL~	100000016090306				
	011.1024.502020	\$ 4,672.32	Monthly Expense of UAL~	100000016090306				
	011.1026.502020	\$ 9,557.03	Monthly Expense of UAL~	100000016090306				
	011.1031.502020	\$ 16,485.87	Monthly Expense of UAL~	100000016090306				
	011.1033.502020	\$ 3,743.17	Monthly Expense of UAL~	100000016090306				
	011.1040.502020	\$ 6,636.83	Monthly Expense of UAL~	100000016090306				
	011.1041.502020	\$ 8,787.16	Monthly Expense of UAL~	100000016090306				
	011.1043.502020	\$ 27,025.15	Monthly Expense of UAL~	100000016090306				
	011.1046.502020	\$ 5,123.63	Monthly Expense of UAL~	100000016090306				
	011.1047.502020	\$ 4,884.70	Monthly Expense of UAL~	100000016090306				
	011.1048.502020	\$ 2,468.90	Monthly Expense of UAL~	100000016090306				
	011.1049.502020	\$ 5,309.46	Monthly Expense of UAL~	100000016090306				
	057.1057.502020	\$ 1,035.34	Monthly Expense of UAL~	100000016090306				
	011.1060.502020	\$ 11,415.34	Monthly Expense of UAL~	100000016090306				
	020.1084.502020	\$ 21,954.62	Monthly Expense of UAL~	100000016090306				
	056.5600.502020	\$ 9,875.60	Monthly Expense of UAL~	100000016090306				
	055.7100.502020	\$ 5,070.53	Monthly Expense of UAL~	100000016090306				
	055.7200.502020	\$ 584.04	Monthly Expense of UAL~	100000016090306				
	055.8000.502020	\$ 8,972.99	Monthly Expense of UAL~	100000016090306				
	055.8100.502020	\$ 23,096.15	Monthly Expense of UAL~	100000016090306				

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000714 - CALPERS	055.8400.502020	\$ 929.16	Monthly Expense of UAL~	100000016090306				
	055.9000.502020	\$ 18,344.17	Monthly Expense of UAL~	100000016090306				
	011.9019.502020	\$ 9,079.18	Monthly Expense of UAL~	100000016090306				
	055.9100.502020	\$ 16,220.40	Monthly Expense of UAL~	100000016090306				
	055.9200.502020	\$ 8,840.25	Monthly Expense of UAL~	100000016090306				
	011.1031.502020	\$ 188,509.00	Monthly Expense of UAL~	100000016090320				
	011.1033.502020	\$ 770.00	Monthly Expense of UAL~	100000016090330				
	011.1031.502020	\$ 296.00	Monthly Expense of UAL~	100000016090340				
	011.1033.502020	\$ 300,854.00	Monthly Expense of UAL~	100000016090348				
	011.1024.502020	\$ 54.00	Monthly Expense of UAL~	100000016090356				
						07/29/2020	10064	\$ 755,956.00

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002412 - CALIFORNIA ISO	055.9200.500150	\$ 165,556.16	Initial Charges 07/20	202007283146252426				
	055.9200.500210	\$ 15,510.09	Initial Charges 07/20	202007283146252426				
	055.9200.500151	\$ -0.24	Initial Charges 07/20	202007283146252426				
	055.9200.500170	\$ -2,922.73	Initial Charges 07/20	202007283146252426				
	055.9200.500190	\$ -18,620.55	Initial Charges 07/20	202007283146252426				
	055.9200.500150	\$ 98,414.25	Recalculation Charges 07/20	202007283146252426				
	055.9200.500190	\$ 644.89	Recalculation Charges 07/20	202007283146252426				
	055.9200.500210	\$ 385.89	Recalculation Charges 07/20	202007283146252426				
	055.9200.500170	\$ -3,921.80	Recalculation Charges 07/20	202007283146252426				
						08/03/2020	10075	\$ 255,045.96
005067 - BIOFUEL GENERATION SERVICES, L	055.9200.500160	\$ 15,955.75	Biomethane	RPS62020				
						08/04/2020	10076	\$ 15,955.75
001906 - WILLIAM DAVIS	057.1057.550000	\$ 121.95	Reimb. Internet Charges 04/20-06/20	073020				
						08/04/2020	10077	\$ 121.95

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000399 - GARVEY EQUIPMENT COMPANY	011.1046.520000	\$ 335.56	fs131r weed eater	126918	011.0014233			
	011.1046.520000	\$ 335.56	fs131r weed eater	126918	011.0014233			
	011.1046.520000	\$ 233.92	425 4 gallon backpack sprayer	126918	011.0014233			
	011.1046.520000	\$ 85.98	Sales Tax 9.5%	126918				
	011.1046.520000	\$ 406.96	br700 backpack blower	130489	011.0014370			
	011.1046.520000	\$ 406.96	backpack blower	130489	011.0014370			
	011.1046.520000	\$ 369.96	stihl fs131r loop handle	130489	011.0014370			
	011.1046.520000	\$ 36.09	42821410300 air filter	130489	011.0014370			
	011.1046.520000	\$ 56.70	41801410300 air filter	130489	011.0014370			
	011.1046.520000	\$ 21.00	cmr6h spark plug	130489	011.0014370			
	011.1046.520000	\$ 72.30	tj27031a air filter	130489	011.0014370			
	011.1046.520000	\$ 44.60	bpmr7a spark plug	130489	011.0014370			
	011.1046.520000	\$ 929.00	eu2200ita generator	130489	011.0014370			
	011.1046.520000	\$ 240.22	Sales Tax 10.25	130489				
						08/04/2020	10078	\$ 3,574.81
005365 - DIANA MORALES GONZALES	057.1057.550000	\$ 121.95	Reimb. Internet Charges 04/20-06/20	073020		08/04/2020	10079	\$ 121.95
006801 - NTT CLOUD COMMUNICATIONS U.S.	011.9019.560010	\$ 539.14	Audio Conferencing Charges	USINV2006120584		08/04/2020	10080	\$ 539.14

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	PAYMENT NUMBER	PAYMENT AMOUNT
005433 - RUTAN & TUCKER, LLP	011.1024.593200	\$ 88.50	Re: Torres / Ong Litigation	872118		08/04/2020	10081	\$ 88.50
001658 - WATER REPLENISHMENT DISTRICT	020.1084.500110	\$ 12,265.23	Central Basin Watermaster Service~	CBWM200143		08/04/2020	10082	\$ 12,265.23
004527 - WITTMAN ENTERPRISES, LLC	011.1033.596200	\$ 1,298.02	Billing Services 04/20	2004069		08/04/2020	10083	\$ 4,325.15
	011.1033.596200	\$ 1,494.38	Billing Services 05/20	2005069				
	011.1033.596200	\$ 1,532.75	Billing Services 06/20	2006069				
004856 - MELISSA YBARRA	057.1057.550000	\$ 121.95	Reimb. Internet Charges 04/20-06/20	073020		08/04/2020	10084	\$ 121.95
005925 - SHI INTERNATIONAL CORP	011.9019.520010	\$ 5,151.70	Universal license, sold by bundles of	B11919136	011.0014422	08/04/2020	10085	\$ 5,151.70
005872 - PNC EQUIPMENT FINANCE, LLC	011.1033.850000	\$ 737,351.64	Pay off of Lease No. 191184000	072420		08/04/2020	10086	\$ 737,351.64
005872 - PNC EQUIPMENT FINANCE, LLC	011.1033.850000	\$ 1,207,954.39	Pay Off of Lease No. 206155000	072420(2)		08/04/2020	10087	\$ 1,207,954.39
002533 - BANK OF NEW YORK MELLON	055.9000.592010	\$ 2,000.00	Trustee Fee	2522305714		08/06/2020	10088	\$ 2,000.00

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000267 - BROADBAND LLC	057.1057.500173	\$ 4,139.00	Internet Access Services	BBUS00031192		08/06/2020	10089	\$ 4,139.00
001401 - CENTRAL BASIN MWD	020.1084.500130	\$ 103,433.89	Potable & Recycled Water	VERJUN20		08/06/2020	10090	\$ 103,433.89
002426 - CH2M HILL ENGINEERS, INC	055.9000.596200	\$ 19,225.25	Env Support Services	697275CH022		08/06/2020	10091	\$ 19,225.25
005004 - LENORD'S CUSTOM FABRICATION	020.1084.900000	\$ 9,250.00	Fabrication labor hours to build PP2	10227(2)	011.0014450	08/06/2020	10092	\$ 11,254.27
	020.1084.900000	\$ 1,194.80	2"x 3/16" square steel tubing per for	10227(2)	011.0014450			
	020.1084.900000	\$ 809.47	Sales Tax 7.75%	10227(2)				
005658 - POWER SETTLEMENTS CONSULTING &	055.9200.596200	\$ 23,750.00	SettleCore Perpetual License Fee	VERNPLF3		08/06/2020	10093	\$ 23,750.00
001658 - WATER REPLENISHMENT DISTRICT	020.1084.500110	\$ 174,035.65	Groundwater Production & Assessment~	080920		08/06/2020	10094	\$ 174,035.65

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002412 - CALIFORNIA ISO	055.9200.500150	\$ -308.81	Initial Charges 10/17	202008043146363 415				
	055.9200.500190	\$ -1,046.06	Initial Charges 10/17	202008043146363 415				
	055.9200.500150	\$ 0.07	Recalculation Charges 07/17	202008043146363 415				
	055.9200.500150	\$ 6,055.85	Initial Charges 08/20	202008043146363 415				
	055.9200.500210	\$ 3,893.68	Initial Charges 08/20	202008043146363 415				
	055.9200.500151	\$ -0.01	Initial Charges 08/20	202008043146363 415				
	055.9200.500170	\$ -338.01	Initial Charges 08/20	202008043146363 415				
	055.9200.500190	\$ -3,423.60	Initial Charges 08/20	202008043146363 415				
	055.9200.500150	\$ 41,346.19	Recalculation Charges 07/20	202008043146363 415				
	055.9200.500190	\$ 853.44	Recalculation Charges 07/20	202008043146363 415				
	055.9200.500210	\$ 493.54	Recalculation Charges 07/20	202008043146363 415				
	055.9200.500151	\$ -0.05	Recalculation Charges 07/20	202008043146363 415				
	055.9200.500170	\$ -1,355.12	Recalculation Charges 07/20	202008043146363 415				
	055.9200.500150	\$ 132,351.45	Initial Charges 07/20	202008043146363 415				

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002412 - CALIFORNIA ISO	055.9200.500170	\$ 1,212,854.45	Initial Charges 07/20	202008043146363 415				
	055.9200.500180	\$ 331.77	Initial Charges 07/20	202008043146363 415				
	055.9200.500210	\$ 13,132.05	Initial Charges 07/20	202008043146363 415				
	055.9200.500240	\$ 17,105.83	Initial Charges 07/20	202008043146363 415				
	055.9200.500170	\$ -24.35	Initial Charges 07/20	202008043146363 415				
	055.9200.500151	\$ -0.28	Initial Charges 07/20	202008043146363 415				
	055.9200.500190	\$ -14,916.90	Initial Charges 07/20	202008043146363 415		08/10/2020	10095	\$ 1,407,005.13
004303 - ATHENS INSURANCE SERVICES, INC	011.1026.594200	\$ 6,105.33	TPA Fees 08/20	IVC22096		08/11/2020	10096	\$ 6,105.33
000447 - CDW GOVERNMENT, INC	011.9019.520010	\$ 1,888.00	WD Blue 3D NAND SATA SSD WDS250G2B0A -	ZLH3195	011.0014484			
	011.9019.520010	\$ 279.00	Logitech Wireless Combo MK270 -	ZLH3195	011.0014484			
	011.9019.520010	\$ 148.80	Logitech M510 USB Wireless Mouse 2113710	ZLH3195	011.0014484			
	011.9019.520010	\$ 83.90	Logitech M325 USB Wireless Mouse	ZLH3195	011.0014484			
	011.9019.520010	\$ 227.98	Sales Tax 9.5%	ZLH3195		08/11/2020	10097	\$ 2,627.68

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000147 - GENERAL PUMP COMPANY, INC	020.1084.900000	\$ 6,457.37	Well & Booster Pump Repairs	28047		08/11/2020	10098	\$ 6,457.37
005108 - JEMMOTT ROLLINS GROUP, INC	011.1021.797000	\$ 13,750.00	Professional Services~	JUL20		08/11/2020	10099	\$ 13,750.00
006869 - LAURENE MASCOLA	011.1060.595200	\$ 3,000.00	Health Officer Services	V003		08/11/2020	10100	\$ 5,550.00
	011.1060.595200	\$ 2,550.00	Health Officer Services	V004				
000016 - MOTOROLA SOLUTIONS, INC	011.9019.590110	\$ 16,579.00	Astro System Advanced Package~	8320283134		08/11/2020	10101	\$ 16,579.00
006787 - PACIFIC ADVANCED CIVIL ENGINEE	020.1084.900000	\$ 81,133.00	Design Services	4095		08/11/2020	10102	\$ 108,598.00
	020.1084.900000	\$ 27,465.00	Design Services	4207				
002459 - PORT CANAVERAL PWR CONSULTANTS	055.9000.596200	\$ 25,000.00	Consulting & Support Services	VERNPVHJULY2020		08/11/2020	10103	\$ 25,000.00
003900 - RICHARDS, WATSON & GERSHON	011.1024.593200	\$ 49.81	Re: Los Angeles MS4 Permit Petition	227676		08/11/2020	10104	\$ 49.81

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002517 - SO CAL PUBLIC POWER AUTHORITY	055.9200.500154	\$ 186,166.51	Astoria 2 Solar Project	ATSP0820		08/11/2020	10105	\$ 186,166.51
001079 - SIEMENS MOBILITY, INC	011.1043.590000	\$ 3,239.00	Traffic Signal Maintenance 06/20	5610231851				
	011.1043.590000	\$ 1,275.46	Traffic Signal Maintenance 06/20	5620029769				
	011.1043.590000	\$ 1,176.00	Traffic Signal Maintenance 05/20	5620030977		08/11/2020	10106	\$ 5,690.46
001695 - VULCAN MATERIALS CO	011.1043.520000	\$ 249.88	Asphalt~	72547909	011.0013901	08/11/2020	10107	\$ 249.88
003584 - WILLIAMS DATA MANAGEMENT	011.1003.596200	\$ 375.00	Storage Services	516597				
	011.1003.596200	\$ 2,952.66	Storage Services	517515		08/11/2020	10108	\$ 3,327.66
005784 - ZONES, INC	011.9019.520010	\$ 9,072.90	Dell 960GB SSD SAS Mainstream Read~	K15568020101	011.0014453			
	011.9019.520010	\$ 1,092.16	Dell 1.8TB 10K RPM SAS 12Gbps 512e 2.5in	K15568020101	011.0014453			
	011.9019.520010	\$ 965.68	Sales Tax 9.5%	K15568020101		08/11/2020	10109	\$ 11,130.74

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000839 - MEASUREMENT CONTROL SYSTEMS, I	056.5600.520000	\$ 1,206.82	Service Connection Materials~	215467	056.0000566			
	056.5600.520000	\$ 843.05	Service Connection Materials~	215759	056.0000566			
	056.5600.520000	\$ 1,321.47	Service Connection Materials~	216817	056.0000566			
	056.5600.520000	\$ -1,206.82	Service Connection Materials~	C216816	056.0000566			
						08/13/2020	10110	\$ 2,164.52
003177 - WILMINGTON INSTRUMENT COMPANY,	056.5600.596200	\$ 350.00	Calibration Services~	114736IN	056.0000572			
	056.5600.596200	\$ 504.43	Calibration Services~	114995IN	056.0000572			
	056.5600.596200	\$ 2,388.13	Calibration Services~	115080IN	056.0000572			
	056.5600.596200	\$ 359.85	Calibration Services~	115261IN	056.0000572			
	056.5600.520000	\$ 1,032.69	Calibration Services~	115299IN	056.0000572			
	056.5600.520000	\$ 1,773.86	Calibration Services~	119603	056.0000572			
	056.5600.596200	\$ 179.93	Calibration Services~	119610	056.0000572			
						08/13/2020	10111	\$ 6,588.89
006865 - ALVAREZ-GLASMAN & COLVIN	011.1024.593200	\$ 17,500.00	Monthly Retainer 08/20	080320				
						08/13/2020	10112	\$ 17,500.00
004882 - NEOGOV	011.9019.590110	\$ 18,213.69	Onboard & Perform Subscription~	INV-14255				
	011.9019.590110	\$ 10,207.15	Governmentjobs & Insight Subscription~	INV14747				
	011.9019.590110	\$ 450.00	Candidate Text Messaging Subscription~	INV15955				
						08/13/2020	10113	\$ 28,870.84

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000629 - OPEN ACCESS TECHNOLOGY INTL, I	055.9200.596200	\$ 841.76	Electronic Tagging~	157257	055.0002815	08/13/2020	10114	\$ 841.76
004854 - TECHCORR USA MANAGEMENT LLC	056.5600.590000	\$ 3,900.50	Pipeline Integrity Inspection	219772		08/13/2020	10115	\$ 3,900.50

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005594 - US BANK CORPORATE	011.1043.520000	\$ 394.25	Supplies	062220				
	056.5600.520000	\$ 191.82	Supplies	062220(10)				
	011.1070.550000	\$ 310.00	Gift Cards / Graduation Celebration	062220(11)				
	011.1023.596600	\$ 56.00	LA Times Subscription	062220(11)				
	011.1001.596500	\$ 200.00	Registration / C. Menke	062220(11)				
	011.1070.550000	\$ 452.19	Supplies / Graduation Celebration	062220(11)				
	011.1002.570000	\$ 300.00	Detailing Services	062220(12)				
	011.1002.520000	\$ 27.36	Supplies	062220(12)				
	011.1043.520000	\$ 123.74	Face Shields	062220(13)				
	011.9019.520010	\$ 16.99	Adobe Subscription	062220(14)				
	011.9019.520010	\$ 148.50	GoToAssist Licenses	062220(14)				
	011.9019.520010	\$ 14.00	GoToMeeting Subscription	062220(14)				
	011.9019.590110	\$ 681.00	GoToMeeting Subscription	062220(14)				
	011.9019.520010	\$ 306.90	Helpdesk Software	062220(14)				
	011.9019.520010	\$ 9.99	Microsoft BI Subscription	062220(14)				
	011.9019.520010	\$ 64.20	Microsoft Office 365 Subscription	062220(14)				
	011.9019.520010	\$ 165.00	Microsoft OneDrive	062220(14)				
	011.9019.520010	\$ 30.00	Microsoft Project Subscription	062220(14)				
	011.9019.520010	\$ 14.22	Prime Membership Fee	062220(14)				
	011.9019.520010	\$ 655.80	Printer	062220(14)				
	011.9019.520010	\$ 52.99	Adobe Subscription	062220(14)				
	011.9019.520010	\$ 358.07	Printhead	062220(14)				
	011.9019.520010	\$ 38.85	Publishing Software for VPU	062220(14)				

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005594 - US BANK CORPORATE	011.9019.520010	\$ 9.99	Software for PMS	062220(14)				
	011.9019.520010	\$ 561.58	Spare Printer	062220(14)				
	011.9019.520010	\$ 306.53	Spare Webcams	062220(14)				
	011.9019.520010	\$ 75.51	Spare Wireless Keyboard	062220(14)				
	011.9019.520010	\$ 159.68	USB Extender / Council Chamber Project	062220(14)				
	011.9019.520010	\$ 155.38	Waste Cartridge	062220(14)				
	011.9019.520010	\$ 329.49	Webcam / Council Chamber Project	062220(14)				
	011.9019.520010	\$ 554.98	Wildcard Certificate Renewal	062220(14)				
	011.9019.520010	\$ 15.00	Approval Software	062220(14)				
	011.9019.520010	\$ 9.99	Arlo Camera Plan	062220(14)				
	011.9019.520010	\$ 60.57	Charge Cable & Adapter	062220(14)				
	011.9019.520010	\$ 29.00	Council Webinar Camera Software	062220(14)				
	011.9019.520010	\$ 595.61	Docking Station	062220(14)				
	011.9019.590110	\$ 69.99	Domain Name Renewal	062220(14)				
	011.9019.520010	\$ 888.37	Google Gsuite	062220(14)				
	011.1046.596700	\$ 223.21	AES Study Guides	062220(15)				
	011.1046.520000	\$ 2,737.50	Electric Bed Cover for L1004	062220(15)				
	011.1046.520000	\$ 403.50	Lift Inspection Services	062220(15)				
	011.1046.520000	\$ 159.74	Supplies	062220(15)				
	011.1004.596500	\$ 39.21	Fuel for City Vehicle	062220(16)				
	011.1033.540000	\$ 232.86	Uniforms	062220(17)				
	011.1004.596600	\$ 129.00	Books & Publications	062220(18)				
	011.1031.540000	\$ 28.42	Badge Repair	062220(19)				

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005594 - US BANK CORPORATE	011.1031.596700	\$ 450.00	Training / Staff	062220(19)				
	011.1031.540000	\$ 2,455.61	Uniforms	062220(19)				
	011.1031.570000	\$ 66.02	Vehicle Expense	062220(19)				
	055.8300.520000	\$ 547.49	Camera for Station 76	062220(2)				
	011.1070.550000	\$ 200.00	Gift Cards / Graduation Celebration	062220(2)				
	011.1001.596500	\$ 232.73	Meals / Jawbone Canyon Trip	062220(2)				
	011.1002.596500	\$ 97.16	Meals / Meeting	062220(2)				
	011.1070.550000	\$ 9.00	Parking / Graduation Celebration	062220(2)				
	011.1070.550000	\$ 829.32	Supplies / Graduation Celebration	062220(2)				
	011.1001.596500	\$ 3.82	Supplies / Jawbone Canyon Trip	062220(2)				
	011.1049.520000	\$ 459.83	Forehead Thermometers	062220(20)				
	011.1049.520000	\$ 49.82	Supplies	062220(20)				
	011.1049.520000	\$ 1,314.00	Toilet Partitions	062220(20)				
	055.9000.540000	\$ 2,474.34	Uniforms	062220(21)				
	011.1003.596550	\$ 90.00	Membership Dues	062220(22)				
	011.1003.596550	\$ 40.00	Membership Dues / S. Dolson	062220(22)				
	011.1003.596700	\$ 35.00	Training / CCAC	062220(22)				
	011.1004.520000	\$ 81.99	Supplies	062220(23)				
	011.1033.520000	\$ 238.69	Supplies	062220(24)				
	011.1031.570000	\$ 6.00	Vehicle Expense	062220(25)				
	011.1046.520000	\$ 580.00	Detailing Services	062220(26)				
	011.1046.520000	\$ 711.85	Hybrid Battery H201	062220(26)				
	011.1046.520000	\$ 70.00	Stereo Installation L1004	062220(26)				

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005594 - US BANK CORPORATE	011.1049.520000	\$ 2,367.41	Disinfectant Cleaner & Spray Bottle	062220(27)				
	011.1049.520000	\$ 606.38	Face Masks	062220(27)				
	011.1049.520000	\$ 137.89	Floors Signs for Social Distancing	062220(27)				
	011.1049.520000	\$ 262.77	Supplies	062220(27)				
	011.1048.520000	\$ 352.00	Supplies	062220(28)				
	011.1031.520000	\$ 302.18	Supplies	062220(29)				
	055.9000.596700	\$ 2,685.00	Training	062220(3)				
	055.9000.596200	\$ 1,126.36	Translation Services	062220(3)				
	011.1049.520000	\$ 541.41	Parts for City Hall Maintenance	062220(30)				
	057.1057.590000	\$ 509.60	Wi-Fi Range Extender	062220(31)				
	020.1084.550000	\$ 411.21	Advertisement & Promotion	062220(32)				
	020.1084.900000	\$ 1,584.03	SCADA / Electrical Upgrades	062220(32)				
	020.1084.900000	\$ 2,561.01	Doors & Assembly Parts	062220(33)				
	020.1084.520000	\$ 517.15	SCADA / Electrical Upgrades	062220(33)				
	011.1033.520000	\$ 32.31	Supplies	062220(34)				
	055.9000.596550	\$ 77.66	Cable Subscription	062220(4)				
	011.5031.560000	\$ 61.56	Cable Subscription	062220(5)				
	011.1031.520000	\$ 2,978.40	Gloves	062220(5)				
	011.1031.540000	\$ 4,773.34	Uniforms	062220(5)				
	011.1002.570000	\$ 70.00	Fuel for City Vehicle	062220(6)				
	011.1033.520000	\$ 61.17	Supplies	062220(7)				
	011.1043.596700	\$ 250.00	Training Material	062220(8)				
	011.1033.590000	\$ 557.37	Calibration Gas	062220(9)				

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						08/13/2020	10116	\$ 46,255.86
000059 - SO CAL EDISON	011.1043.560000	\$ 73.09	Period: 06/15/20 - 07/16/20	071720		08/07/2020	10117	\$ 73.09
001635 - EMPLOYMENT DEVELOPMENT DEPT.	055.9100.502070	\$ 5,400.00	Unemployment Insurance Benefit Charge~	L1721822944				
	011.1004.502070	\$ 5,440.00	Unemployment Insurance Benefit Charge~	L1721822944				
	011.1004.502070	\$ 5,328.00	Unemployment Insurance Benefit Charge~	L1721822944				
	011.1031.502070	\$ 1,127.00	Unemployment Insurance Benefit Charge~	L1721822944				
	011.1026.502070	\$ 4,248.00	Unemployment Insurance Benefit Charge~	L1721822944		08/10/2020	10118	\$ 21,543.00
001617 - UPS	011.1033.520000	\$ 18.02	Period: 05/20	933312270				
	011.1041.520000	\$ 57.92	Period: 05/20	933312270				
	011.1041.520000	\$ 73.25	Period: 06/20	933312280(2)				
	055.8000.590000	\$ 67.49	Period: 06/20	933312290(2)				
	011.1041.520000	\$ 31.00	Period: 06/20	933312290(2)		08/11/2020	10119	\$ 247.68

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ELECTRONIC

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	PAYMENT NUMBER	PAYMENT AMOUNT
001581 - THE GAS COMPANY	011.1048.560000	\$ 24.76	Period: 06/20	071020				
	011.1049.560000	\$ 665.85	Period: 06/20	071320(2)				
	011.1049.560000	\$ 428.05	Period: 06/20	071320(3)				
	011.1043.560000	\$ 214.02	Period: 06/20	071320(3)				
	020.1084.560000	\$ 214.02	Period: 06/20	071320(3)				
	056.5600.560000	\$ 21.71	Period: 06/20	071320(4)				
						08/03/2020	10120	\$ 1,568.41
001581 - THE GAS COMPANY	011.1033.560000	\$ 14.19	Period: 06/20	071020(2)				
	011.1033.560000	\$ 97.63	Period: 06/20	071020(3)				
	011.1033.560000	\$ 47.01	Period: 06/20	071020(4)				
						08/14/2020	10121	\$ 158.83
002190 - OFFICE DEPOT	011.1049.520000	\$ 340.13	Supplies	512002302001				
	011.1049.520000	\$ 32.31	Sales Tax 9.5%	512002302001				
						08/14/2020	10122	\$ 372.44
TOTAL ELECTRONIC								\$ 9,796,376.07

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER		INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001624 - ALLSTAR FIRE EQUIPMENT, INC	011.1033.540000	\$	296.68	Haix Structure Boots~	224479	011.0013980	07/21/2020	605922	\$ 296.68
006680 - AL'S MECHANICAL, INC	011.1049.590000	\$	6,500.00	Replace AC for Server Room	2601		07/21/2020	605923	\$ 6,500.00
000778 - CALIFORNIA WATER SERVICE CO	011.1043.560000	\$	44.75	Period: 06/20	062220(2)		07/21/2020	605924	\$ 44.75
005490 - CINTAS CORPORATION	020.1084.540000	\$	139.09	Uniforms	4052764031				
	055.8000.540000	\$	41.11	Uniforms	4052764031				
	055.8100.540000	\$	260.41	Uniforms	4052764031				
	056.5600.540000	\$	52.64	Uniforms	4052764031				
	020.1084.540000	\$	148.28	Uniforms	4053534833				
	055.8000.540000	\$	41.10	Uniforms	4053534833				
	055.8100.540000	\$	164.12	Uniforms	4053534833				
	056.5600.540000	\$	70.47	Uniforms	4053534833				
	020.1084.540000	\$	140.11	Uniforms	4054154966				
	055.8000.540000	\$	41.11	Uniforms	4054154966				
	055.8100.540000	\$	164.12	Uniforms	4054154966				
	056.5600.540000	\$	52.63	Uniforms	4054154966				
							07/21/2020	605925	\$ 1,315.19

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
000331 - COMMERCIAL DOOR OF LOS ANGELES	011.1049.590000	\$ 3,375.00	Replace Hinge on Door	18809		07/21/2020	605926	\$ 3,375.00
001336 - CURRENT WHOLESALE ELECTRIC SUP	055.8000.590000	\$ 3,484.00	CH 400A 3PH /4W 480V 65K~	262328	055.0002794			
	055.8000.590000	\$ 315.00	EM15 15 CLIP METER SOCKET	262328	055.0002794			
	055.8000.590000	\$ 692.00	GHB31OOI 100A 3 POLE ~	262328	055.0002794			
	055.8000.590000	\$ 280.00	GHB31OOI 30 A 3 POLE ~	262328	055.0002794			
	055.8000.590000	\$ 453.25	Sales Tax 9.5%	262328				
	011.1049.520000	\$ 30.44	Electrical Supplies & Hardware~	262904	011.0013889			
	011.1049.520000	\$ 18.59	Electrical Supplies & Hardware~	262999	011.0013889			
	011.1049.520000	\$ 60.01	Electrical Supplies & Hardware~	263085	011.0013889			
	011.1049.520000	\$ 70.08	Electrical Supplies & Hardware~	263344	011.0013889			
	011.1049.520000	\$ 204.77	Electrical Supplies & Hardware~	263345	011.0013889			
	011.1049.520000	\$ 52.56	Electrical Supplies & Hardware~	263346	011.0013889			
	011.1049.520000	\$ 52.34	Electrical Supplies & Hardware~	263347	011.0013889			
						07/21/2020	605927	\$ 5,713.04
006673 - EMS FASHION GROUP	011.1004.410212	\$ 50.00	Ref. Alarm System Permit Fee~	100319		07/21/2020	605928	\$ 50.00

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001926 - F GAVINA & SONS, INC	011.1049.520000	\$ 232.88	(0500-100) Regular Coffee 42 - 1.5oz	4073011	011.0014413			
	011.1049.520000	\$ 2,451.60	(0500-105) Gavina Gourmet Drip Coffee	4073011	011.0014413			
	011.1049.520000	\$ 20.00	(0500-141) Coffee Stir Sticks 7"	4073011	011.0014413			
	011.1049.520000	\$ 15.68	(0500-145) Coffee Filters 12 cups	4073011	011.0014413			
	011.1049.520000	\$ 1,064.00	(0500-200) Coffee Beans, 5 pd. Bags	4073011	011.0014413			
			#					
	011.1049.520000	\$ 300.54	(0500-210) French Vanilla Powder # 546	4073011	011.0014413			
	011.1049.520000	\$ 273.00	(0500-220) Chocolate Powder # 665	4073011	011.0014413			
	011.1049.520000	\$ 474.00	(0500-230) Cream Powder # 3008	4073011	011.0014413			
	011.1049.520000	\$ 3.39	Sales Tax 9.5%	4073011				
						07/21/2020	605929	\$ 4,835.09
006887 - TERESA FLORES	011.1033.596500	\$ 63.82	Woman Only Advanced Handgun Course	070920		07/21/2020	605930	\$ 63.82
005825 - FRONTIER	011.9019.560010	\$ 55.01	Period: 05/16/20 - 06/15/20	051620		07/21/2020	605932	\$ 55.01
005421 - GATEWAY WATER MGMT AUTHORITY	011.1043.595200	\$ 40,000.00	Administration & Cost Sharing~	LARUR22008				
	011.1043.596200	\$ 60,000.00	Administration & Cost Sharing~	LARUR22008		07/21/2020	605933	\$ 100,000.00
000686 - IGEO & COMPANY, INC	011.1026.594200	\$ 75.00	Participation Fee	218772		07/21/2020	605934	\$ 75.00

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
000829 - IRON MOUNTAIN	011.9019.560010	\$ 49.28	Storage Services	202151593		07/21/2020	605935	\$ 49.28
005340 - LA POOL GUYS	011.1049.590000	\$ 210.00	Pool Maintenance	5407		07/21/2020	605936	\$ 210.00
005780 - MONTEBELLO GLASS & MIRROR CO.	011.1049.590000	\$ 13,425.62	Free Standing Sneeze Guards	16520		07/21/2020	605937	\$ 13,425.62
002173 - CHARLES MONTOYA	055.9000.596500	\$ 397.40	EUSERC Meeting	062920		07/21/2020	605938	\$ 397.40
003276 - NATIONAL TRAINING CONCEPTS, IN	011.1031.596500	\$ 315.00	Registration / K. Stevenson	071320		07/21/2020	605939	\$ 315.00
006613 - NCM CARWASH	011.1046.590000	\$ 117.00	Car Wash Services	1006		07/21/2020	605940	\$ 117.00
000610 - NICK ALEXANDER RESTORATION	011.1046.520000	\$ 325.00	Materials	3778	011.0014372			
	011.1046.590000	\$ 525.00	Labor	3778	011.0014372			
	011.1046.520000	\$ 33.31	Sales Tax 10.25	3778		07/21/2020	605941	\$ 883.31
006475 - ONEPOINT HUMAN CAPITAL MGMT	011.9019.520010	\$ 215.00	Time Tracking System	50330		07/21/2020	605942	\$ 215.00

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER		INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
006416 - PRIORITY BUILDING SERVICES, LL	011.1049.590000	\$	9,005.38	Janitorial Services	69798				
	011.1049.590000	\$	8,660.00	Day Porter Services	69800				
							07/21/2020	605943	\$ 17,665.38
006486 - QUENCH USA, INC	011.1049.520000	\$	2,329.07	Water Filtration Units	INV02520745				
							07/21/2020	605944	\$ 2,329.07
003271 - ROBERTSON'S	011.1043.520000	\$	589.02	Concrete	727496				
	011.1043.520000	\$	666.43	Concrete	732117				
							07/21/2020	605945	\$ 1,255.45
003775 - SILVA'S PRINTING NETWORK	055.7100.520000	\$	79.00	Business Cards (VPU) - Hilda Moreno~	27153	055.0002810			
	055.7100.520000	\$	7.51	Sales Tax 9.5%	27153				
							07/21/2020	605946	\$ 86.51
000318 - KENT STEVENSON JR	011.1031.596500	\$	79.25	Less Lethal Instructor's Course	071320				
							07/21/2020	605947	\$ 79.25
006205 - MARISSA VELEZ	011.1031.596500	\$	55.77	Woman Only Advanced Handgun Course	070920				
							07/21/2020	605948	\$ 55.77
005699 - WEBCO LB, LLC	011.1043.590000	\$	10,250.00	Street Sweeping Services 06/20	LB5387				
							07/21/2020	605949	\$ 10,250.00

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER		INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001624 - ALLSTAR FIRE EQUIPMENT, INC	011.1033.520000	\$	5,371.20	Monsato Phos Check Class "A" Foam in 5	225048	011.0014405			
	011.1033.520000	\$	510.26	Sales Tax 9.5%	225048		07/28/2020	605950	\$ 5,881.46
001948 - AT&T	055.9200.560010	\$	152.00	Period: 05/19/20 - 06/18/20	6098865505		07/28/2020	605951	\$ 152.00
006624 - STEPHEN M. BIERSMITH	011.1026.596200	\$	11,776.66	Re: Jerrick Torres & City of Vernon	072120		07/28/2020	605952	\$ 11,776.66
005078 - BURKE, WILLIAMS & SORENSEN, LL	011.1024.593200	\$	279.00	Re: Garcia-Martinez v. City of Vernon	256130				
	011.1024.593200	\$	16.59	Re: Lopez, Reina v. City of Vernon	256133		07/28/2020	605953	\$ 295.59
002242 - CA DEPARTMENT OF TAX & FEE ADM	011.1043.596200	\$	5,426.81	CY2019 Hazardous Waste Generator Fee	072220		07/28/2020	605954	\$ 5,426.81
003749 - CA BUILDING STANDARDS COMMISSI	011.1041.595200	\$	249.30	2nd Qtr 04/01/20 - 06/30/20	072020		07/28/2020	605955	\$ 249.30

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
005490 - CINTAS CORPORATION	011.1043.540000	\$ 66.57	Uniforms	4049899977				
	011.1046.540000	\$ 44.38	Uniforms	4049899977				
	011.1047.540000	\$ 44.38	Uniforms	4049899977				
	011.1049.540000	\$ 66.56	Uniforms	4049899977				
	011.1043.540000	\$ 66.57	Uniforms	4050467899				
	011.1046.540000	\$ 44.38	Uniforms	4050467899				
	011.1047.540000	\$ 44.38	Uniforms	4050467899				
	011.1049.540000	\$ 66.56	Uniforms	4050467899				
	011.1043.540000	\$ 66.57	Uniforms	4051147131				
	011.1046.540000	\$ 44.38	Uniforms	4051147131				
	011.1047.540000	\$ 44.38	Uniforms	4051147131				
	011.1049.540000	\$ 66.56	Uniforms	4051147131				
	011.1043.540000	\$ 66.57	Uniforms	4051636755				
	011.1046.540000	\$ 44.38	Uniforms	4051636755				
	011.1047.540000	\$ 44.38	Uniforms	4051636755				
	011.1049.540000	\$ 66.56	Uniforms	4051636755				
	011.1043.540000	\$ 65.80	Uniforms	4052321496				
	011.1046.540000	\$ 43.86	Uniforms	4052321496				
	011.1047.540000	\$ 43.86	Uniforms	4052321496				
	011.1049.540000	\$ 65.80	Uniforms	4052321496				
	011.1043.540000	\$ 63.77	Uniforms	4052888683				
	011.1046.540000	\$ 42.51	Uniforms	4052888683				
	011.1047.540000	\$ 42.51	Uniforms	4052888683				

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
005490 - CINTAS CORPORATION	011.1049.540000	\$ 63.78	Uniforms	4052888683				
	011.1043.540000	\$ 65.99	Uniforms	4053535065				
	011.1046.540000	\$ 43.99	Uniforms	4053535065				
	011.1047.540000	\$ 43.99	Uniforms	4053535065				
	011.1049.540000	\$ 65.98	Uniforms	4053535065				
	011.1043.540000	\$ 84.57	Uniforms	4054154824				
	011.1046.540000	\$ 56.38	Uniforms	4054154824				
	011.1047.540000	\$ 56.38	Uniforms	4054154824				
	011.1049.540000	\$ 84.56	Uniforms	4054154824				
	020.1084.540000	\$ 139.09	Uniforms	4054721456				
	055.8000.540000	\$ 41.11	Uniforms	4054721456				
	055.8100.540000	\$ 164.12	Uniforms	4054721456				
	056.5600.540000	\$ 52.63	Uniforms	4054721456				
	020.1084.540000	\$ 139.10	Uniforms	4055430049				
	055.8000.540000	\$ 41.11	Uniforms	4055430049				
	055.8100.540000	\$ 166.15	Uniforms	4055430049				
	056.5600.540000	\$ 52.63	Uniforms	4055430049				
	020.1084.540000	\$ 139.09	Uniforms	4056059636				
	055.8000.540000	\$ 41.11	Uniforms	4056059636				
	055.8100.540000	\$ 164.11	Uniforms	4056059636				
	056.5600.540000	\$ 52.64	Uniforms	4056059636				
						07/28/2020	605956	\$ 3,014.18

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EARLY CHECKS

VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001473 - CITY OF DOWNEY	011.1060.595200	\$ 1,426.37	Animal Control Services~	234447		07/28/2020	605957	\$ 1,426.37
000988 - COMPRESSED AIR SPECIALTIES INC	055.8400.590000	\$ 975.22	Maintenance & Repairs	36489		07/28/2020	605958	\$ 975.22

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001336 - CURRENT WHOLESALE ELECTRIC SUP	020.1084.590000	\$ 1,331.66	Emergency Purchase for Washington Sump	262859	011.0014343			
	020.1084.590000	\$ 126.51	Sales Tax 9.5%	262859				
	020.1084.590000	\$ 183.53	Emergency Purchase for Washington Sump	262860	011.0014343			
	020.1084.590000	\$ 17.44	Sales Tax 9.5%	262860				
	020.1084.590000	\$ 3,277.43	Emergency Purchase for Washington Sump	262861	011.0014343			
	020.1084.590000	\$ 311.36	Sales Tax 9.5%	262861				
	020.1084.590000	\$ 38.85	Emergency Purchase for Washington Sump	262862	011.0014343			
	020.1084.590000	\$ 3.69	Sales Tax 9.5%	262862				
	020.1084.590000	\$ 1,000.07	Emergency Purchase for Washington Sump	262863	011.0014343			
	020.1084.590000	\$ 95.01	Sales Tax 9.5%	262863				
	020.1084.590000	\$ 431.37	Emergency Purchase for Washington Sump	262864	011.0014343			
	020.1084.590000	\$ 40.98	Sales Tax 9.5%	262864				
	020.1084.590000	\$ 354.82	Emergency Purchase for Washington Sump	262865	011.0014343			
	020.1084.590000	\$ 33.71	Sales Tax 9.5%	262865				
	020.1084.590000	\$ 797.90	Emergency Purchase for Washington Sump	262866	011.0014343			
	020.1084.590000	\$ 75.80	Sales Tax 9.5%	262866				
	020.1084.590000	\$ 135.30	Emergency Purchase for Washington Sump	262867	011.0014343			
	020.1084.590000	\$ 12.85	Sales Tax 9.5%	262867				
						07/28/2020	605959 \$	8,268.28
000977 - DEPARTMENT OF CONSERVATION	011.1041.595200	\$ 1,521.59	Mapping Fee 2nd Qtr 2020	072020				
						07/28/2020	605960 \$	1,521.59

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002566 - DEWEY PEST CONTROL	055.8400.590000	\$	122.00	Pest Control Services	13447251				
	056.5600.590000	\$	65.00	Pest Control Services	13527214				
							07/28/2020	605961	\$ 187.00
004730 - EXTREME SAFETY, INC	011.1033.520000	\$	5,700.00	Item No. SVC-Flowtest~	93266	011.0014398			
	011.1033.520000	\$	150.00	Item No. SVC-Travel~	93266	011.0014398			
	011.1033.520000	\$	555.75	Sales Tax 9.75%	93266				
							07/28/2020	605962	\$ 6,405.75
002947 - FARWEST CORROSION CONTROL CO.	056.5600.590000	\$	7,150.00	Corrosion Engineering Services	20073IN				
							07/28/2020	605963	\$ 7,150.00
005421 - GATEWAY WATER MGMT AUTHORITY	011.1043.596550	\$	15,000.00	Membership Dues FY 2020-2021	202126				
							07/28/2020	605964	\$ 15,000.00
004143 - INTERWEST CONSULTING GROUP, IN	011.1041.595200	\$	1,440.00	Building Plan Check & Inspection	60381				
	011.1041.595200	\$	146.33	Building Plan Check & Inspection	60382				
	011.1041.595200	\$	1,800.00	Building Plan Check & Inspection	61147				
							07/28/2020	605965	\$ 3,386.33
001832 - KENNEDY NAMEPLATE COMPANY, INC	011.1060.520000	\$	1,560.00	2021-2021 VEHICLE DECALS	81008	011.0014399			
	011.1060.520000	\$	148.20	Sales Tax 9.5%	81008				
							07/28/2020	605966	\$ 1,708.20

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000804 - LB JOHNSON HARDWARE CO #1	011.1049.520000	\$ 51.45	Plumbing & Building Hardware~	108179	011.0013893			
	011.1049.520000	\$ 30.40	Plumbing & Building Hardware~	108372	011.0013893			
	011.1048.520000	\$ 20.79	Plumbing & Building Hardware~	108560	011.0013893			
	011.1049.520000	\$ 24.08	Plumbing & Building Hardware~	108727	011.0013893			
						07/28/2020	605967	\$ 126.72
000121 - LU'S LIGHTHOUSE, INC	011.1046.520000	\$ 220.42	XTP Multicolor 8 LED Split Lights	1172851	011.0014371			
	011.1046.520000	\$ 220.42	XTP Multicolor 8 LED Split Lights	1172851	011.0014371			
	011.1046.520000	\$ 41.88	Sales Tax 9.5%	1172851				
						07/28/2020	605968	\$ 482.72
001096 - MELVYN GREEN & ASSOCIATES, INC	011.1041.520000	\$ 2,414.69	Plan Check Services	14245				
						07/28/2020	605969	\$ 2,414.69
004831 - PACIFIC AUTO REPAIR	011.1046.520000	\$ 399.28	Glow Plug Module	3522	011.0014373			
	011.1046.590000	\$ 95.00	Labor for Diagnosis	3522	011.0014373			
	011.1046.590000	\$ 295.00	Labor to Install & Program	3522	011.0014373			
	011.1046.520000	\$ 40.93	Sales Tax 10.25	3522				
						07/28/2020	605970	\$ 830.21
006416 - PRIORITY BUILDING SERVICES, LL	011.1049.590000	\$ 500.00	Janitorial Services	70109				
						07/28/2020	605971	\$ 500.00

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006324 - RDO UNDER EXCHANGE #80-5800	056.5600.590000	\$ 677.68	Parts & Services~	W6477535	056.0000580	07/28/2020	605972	\$ 677.68
001685 - S&A ENGINE, INC	011.1046.520000	\$ 79.55	Rebuild carburetor & complete tune up	39356	011.0014375			
	011.1046.590000	\$ 75.00	Labor to rebuild carburetor & complete	39356	011.0014375			
	011.1046.520000	\$ 8.15	Sales Tax 10.25	39356		07/28/2020	605973	\$ 162.70
003775 - SILVA'S PRINTING NETWORK	011.1060.520000	\$ 187.50	Return Envelopes~	27132	011.0014340			
	011.1060.520000	\$ 17.81	Sales Tax 9.5%	27132		07/28/2020	605974	\$ 205.31
003775 - SILVA'S PRINTING NETWORK	011.1060.520000	\$ 79.00	Business Cards - Freddie Agyin ~	27121	011.0014310			
	011.1060.520000	\$ 79.00	Business Cards - Melissa Nano~	27121	011.0014310			
	011.1060.520000	\$ 15.01	Sales Tax 9.5%	27121		07/28/2020	605975	\$ 173.01
006780 - THE HITT COMPANIES, INC	011.1004.520000	\$ 31.25	Signature Stamp~	OE82032	011.0014318			
	011.1004.520000	\$ 9.50	Freight	OE82032	011.0014318			
	011.1004.520000	\$ 2.97	Sales Tax 9.5%	OE82032		07/28/2020	605976	\$ 43.72
000141 - THOMSON REUTERS - WEST	011.4031.596200	\$ 1,610.22	West Information Charges	842595847		07/28/2020	605977	\$ 1,610.22

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
006371 - TIREHUB, LLC	011.1046.520000	\$ 675.00	2455518 Tires	13413583	011.0014239			
	011.1046.520000	\$ 464.00	2355517 Tires	13413583	011.0014239			
	011.1046.590000	\$ 15.75	Tire Fee	13413583	011.0014239			
	011.1046.520000	\$ 108.21	Sales Tax 9.5%	13413583				
						07/28/2020	605978	\$ 1,262.96
005338 - TNT FIREWORKS	011.1033.410211	\$ 500.00	Ref. Fireworks Stand Deposits~	071620				
	011.1033.410211	\$ 250.00	Ref. Fireworks Stand Deposits~	071620(2)				
						07/28/2020	605979	\$ 750.00
000449 - UNDERGROUND SERVICE ALERT	055.8300.596200	\$ 130.45	New Ticket Charges	620200784				
	055.8300.596200	\$ 65.43	CA State Fee for Regulatory Costs	DSB20193761				
						07/28/2020	605980	\$ 195.88
001481 - VERIZON WIRELESS	055.9000.560010	\$ 11.12	Period: 05/24/20 - 06/23/20	9857361037				
						07/28/2020	605981	\$ 11.12
006480 - ADT COMMERCIAL	055.8200.596200	\$ 711.00	Innergen Inspection	3493844				
	055.8400.596200	\$ 2,844.00	Innergen Inspection	3493844				
						08/04/2020	605982	\$ 3,555.00
002308 - ASBURY ENVIRONMENTAL SERVICES	055.8400.590000	\$ 378.66	Disposal Services	I50000551138				
	055.8400.590000	\$ 602.96	Disposal Services	I50000569470				
	055.8400.590000	\$ 602.96	Disposal Services	I50000581439				
						08/04/2020	605983	\$ 1,584.58

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002889 - AT&T MOBILITY	011.9019.560010	\$ 46.23	Period: 06/09/20 - 07/08/20	832176480X07162 020		08/04/2020	605984	\$ 46.23
006309 - ATLAS SAFETY SOLUTIONS	055.8400.590000	\$ 300.00	Calibration - Monitors~	INVVOL0003643	055.0002797	08/04/2020	605985	\$ 300.00
004360 - CLA-VAL	020.1084.900000	\$ 505.46	Cla-Val Replacement and Remote	800020		08/04/2020	605986	\$ 505.46
003088 - CLINICAL LAB OF SAN BERNARDINO	020.1084.500140	\$ 990.00	Water Quality Testing & Reporting	975388		08/04/2020	605987	\$ 990.00
001444 - COUNTY OF LOS ANGELES	011.1033.596200	\$ 1,969.29	Battalion Chief Services	C0009530		08/04/2020	605988	\$ 1,969.29
000310 - CRAIG WELDING SUPPLY, CO	011.1047.520000	\$ 196.05	Oxygen, Acetylene, Propane and Welding	636476	011.0013888			
	055.8400.590000	\$ 53.09	Cylinder Refills~	636528	055.0002739	08/04/2020	605989	\$ 249.14
001336 - CURRENT WHOLESALE ELECTRIC SUP	011.1049.520000	\$ 40.19	Electrical & Hardware Supplies~	262579	011.0013889	08/04/2020	605990	\$ 40.19
006894 - DONG PHUONG, INC	011.1060.410240	\$ 122.00	Refund Health Permit IN0022920~	072820		08/04/2020	605991	\$ 122.00

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006857 - ELEMENT PAINTING & DECOR	011.1049.590000	\$	20,800.00	Paint Complete Interior	228		08/04/2020	605992	\$ 20,800.00
005421 - GATEWAY WATER MGMT AUTHORITY	011.1043.596200	\$	696.76	Cost Sharing for Monitoring Equipment~	HTU2059		08/04/2020	605994	\$ 696.76
001712 - GRAINGER, CO	011.1049.520000	\$	623.72	Small Tools, Plumbing, Electrical &	9568535208	011.0013900	08/04/2020	605995	\$ 751.19
	011.1043.520000	\$	127.47	Small Tools, Plumbing, Electrical &	9568616131	011.0013900			
001346 - HAAKER EQUIPMENT COMPANY	011.1046.520000	\$	320.00	Brushes 7873222	C63844	011.0014376	08/04/2020	605996	\$ 352.80
	011.1046.520000	\$	32.80	Sales Tax 10.25	C63844				
005350 - HAUL AWAY RUBBISH SERVICE CO,	055.8400.596200	\$	142.00	Disposal & Recycling Services	06X03165		08/04/2020	605997	\$ 747.10
	055.8400.596200	\$	605.10	Disposal & Recycling Services	06X03166				
004239 - HSA BANK	011.1043.502030	\$	750.00	Initial Contribution / J. Duran	072820		08/04/2020	605998	\$ 750.00

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006358 - INDUSTRIAL ENVIRONMENTAL ASSOC	011.1060.595200	\$ 2,940.20	Compliance Outreach Training &	2				
	011.1060.595200	\$ 2,385.18	Compliance Outreach Training &	3				
	011.1060.595200	\$ 2,544.06	Compliance Outreach Training &	4				
						08/04/2020	605999	\$ 7,869.44
005863 - LETICIA LOPEZ	057.1057.550000	\$ 121.95	Reimb. Internet Charges 04/20-06/20	073020		08/04/2020	606000	\$ 121.95
006896 - DIEGO MENDOZA	011.1026.596200	\$ 62.00	Reimb. Live Scan Fee	072820		08/04/2020	606001	\$ 62.00
006592 - CAROL MENKE	057.1057.550000	\$ 121.95	Reimb. Internet Charges 04/20-06/20	073020		08/04/2020	606002	\$ 121.95
006613 - NCM CARWASH	011.1046.590000	\$ 84.32	Police Department Car Wash Services ~	1011	011.0013898	08/04/2020	606003	\$ 84.32
006586 - OCCUPATIONAL HEALTH CENTERS OF	011.1026.597000	\$ 187.00	Medical Services	68449476				
	011.1026.597000	\$ 169.50	Medical Services	68512110				
						08/04/2020	606004	\$ 356.50
005762 - PFT-ALEXANDER, INC	056.5600.900000	\$ 4,494.00	G-1026-DRESSER 3M175 ~	101752	056.0000606			
	056.5600.900000	\$ 426.93	Sales Tax 9.5%	101752				
						08/04/2020	606005	\$ 4,920.93

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001943 - PLUMBING & INDUSTRIAL SUPPLY	020.1084.520000	\$ 34.12	Plumbing Hardware & Supplies~	S1235785001	011.0013884			
	020.1084.520000	\$ 45.09	Plumbing Hardware & Supplies~	S1235951001	011.0013884			
	020.1084.520000	\$ 108.23	Plumbing Hardware & Supplies~	S1235972001	011.0013884			
	020.1084.520000	\$ 123.81	Plumbing Hardware & Supplies~	S1236443001	011.0013884			
	020.1084.520000	\$ 39.86	Plumbing Hardware & Supplies~	S1236751001	011.0013884			
						08/04/2020	606006	\$ 351.11
006416 - PRIORITY BUILDING SERVICES, LL	055.8300.596200	\$ 595.63	Janitorial Services 07/20	69799				
	055.8400.596200	\$ 718.90	Janitorial Services 07/20	69799				
	056.5600.596200	\$ 821.45	Janitorial Services 07/20	69799				
						08/04/2020	606007	\$ 2,135.98
004307 - PROVANTAGE, LLC	011.9019.860000	\$ 7,469.00	SG550XG-48T-K9-NA SG550XG-48T 48-Port	8652443	011.0014393			
	011.9019.860000	\$ 709.56	Sales Tax 9.5%	8652443				
						08/04/2020	606008	\$ 8,178.56
004451 - QUALITY JET ROOTER, INC	011.1049.590000	\$ 135.00	Plumbing Maintenance Services	25863				
	011.1049.590000	\$ 225.00	Plumbing Maintenance Services	26027				
	011.1049.590000	\$ 264.00	Plumbing Maintenance Services	26155				
						08/04/2020	606009	\$ 624.00
001931 - REGISTRAR-RECORDER/COU NTY CLK	011.1003.596300	\$ 991.37	Election Services	202034				
						08/04/2020	606010	\$ 991.37

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006727 - RITZ SAFETY, LLC	055.9000.540000	\$ 151.45	ArcLite Air Hi-Vis FR Rain Jacket ~	36080	055.0002799			
	055.9000.540000	\$ 151.45	ArcLite Air Hi-Vis FR Rain Jacket ~	36080	055.0002799			
	055.9000.540000	\$ 34.62	ArcLite Air FR Rain Hood ~	36080	055.0002799			
	055.9000.540000	\$ 32.06	Sales Tax 9.5%	36080				
	055.9000.540000	\$ 87.13	ArcLite Air Hi-Vis FR Rain Pant ~	36298	055.0002799			
	055.9000.540000	\$ 8.28	Sales Tax 9.5%	36298				
	055.9000.540000	\$ 87.13	ArcLite Air Hi-Vis FR Rain Pant ~	36323	055.0002799			
	055.9000.540000	\$ 8.28	Sales Tax 9.5%	36323				
						08/04/2020	606011	\$ 560.40
003775 - SILVA'S PRINTING NETWORK	011.1060.520000	\$ 158.00	Business Cards - D. O'DONNELL & L.	27154	011.0014454			
	011.1060.520000	\$ 15.01	Sales Tax 9.5%	27154				
						08/04/2020	606012	\$ 173.01
005790 - SIMON WIND, INC	055.9000.900000	\$ 1,587.50	Meteorological Services	2006				
						08/04/2020	606013	\$ 1,587.50

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001158 - SOUTH COAST AQMD	011.1033.590000	\$ 124.46	Annual Renewal Fees	3673306				
	011.1033.590000	\$ 421.02	Annual Renewal Fees	3673326				
	011.1033.590000	\$ 421.02	Annual Renewal Fees	3673328				
	011.1033.590000	\$ 421.02	Annual Renewal Fees	3673329				
	011.1033.590000	\$ 136.40	Emissions Fees	3676354				
	011.1033.590000	\$ 136.40	Emissions Fees	3676416				
	011.1033.590000	\$ 136.40	Emissions Fees	3676418				
	011.1033.590000	\$ 136.40	Emissions Fees	3676419				
						08/04/2020	606014	\$ 1,933.12
001159 - SUSAN SAXE-CLIFFORD, PH.D.	011.1026.597000	\$ 400.00	Psychological Evaluations	2005046				
						08/04/2020	606015	\$ 400.00
005296 - UNIFIRST CORPORATION	011.1001.520000	\$ 39.30	(1) Women's LOG101~	3052362426	011.0014355			
	011.1001.520000	\$ 3.73	Sales Tax 9.5%	3052362426				
	011.1001.520000	\$ 39.30	(1) Women's LOG101 ~	3052363424	011.0014355			
	011.1001.520000	\$ 3.73	Sales Tax 9.5%	3052363424				
						08/04/2020	606016	\$ 86.06
001481 - VERIZON WIRELESS	011.9019.560010	\$ 833.44	Period: 06/11/20 - 07/10/20	9858386565		08/04/2020	606017	\$ 833.44

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VENDOR NAME AND NUMBER	ACCOUNT NUMBER	INVOICE AMOUNT	DESCRIPTION	INVOICE	P.O.#	PAYMENT DATE	CHECK NUMBER	PAYMENT AMOUNT
001628 - WECK LABORATORIES, INC	020.1084.500140	\$ 15.00	Water Quality Testing & Reporting	W0F1489COVERNO				
	020.1084.500140	\$ 45.00	Water Quality Testing & Reporting	N W0F1490COVERNO				
						08/04/2020	606018	\$ 60.00
006872 - WHITE NELSON DIEHL EVANS, LLP	011.1004.595200	\$ 4,000.00	Auditing Services	206459				
						08/04/2020	606019	\$ 4,000.00
005348 - AGILITY RECOVERY SOLUTIONS	011.9019.590110	\$ 415.00	Disaster Recovery Services	132088				
						08/11/2020	606020	\$ 415.00
001948 - AT&T	011.9019.560010	\$ 20.88	Period: 06/06/20 - 07/05/20	14998273				
	011.9019.560010	\$ 2,356.89	Period: 06/10/20 - 07/09/20	15008321				
	011.9019.560010	\$ 40.36	Period: 06/10/20 - 07/09/20	15008322				
	055.9000.560010	\$ 230.07	Period: 06/10/20 - 07/09/20	15008323				
	011.9019.560010	\$ 2,141.16	Period: 06/10/20 - 07/09/20	15008324				
	011.9019.560010	\$ 1,014.52	Period: 06/10/20 - 07/09/20	15008325				
	056.5600.560010	\$ 600.60	Period: 06/10/20 - 07/09/20	15008326				
	056.5600.560010	\$ 20.88	Period: 06/10/20 - 07/09/20	15008425				
	011.9019.560010	\$ 777.45	Period: 06/10/20 - 07/09/20	15008757				
	011.9019.560010	\$ 19.25	Period: 06/15/20 - 07/14/20	15050170				
						08/11/2020	606021	\$ 7,222.06

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001948 - AT&T	011.9019.590110	\$ 1,979.40	Period: 06/19/20 - 07/18/20	071920				
	055.9200.560010	\$ 308.60	Period: 07/19/20 - 08/18/20	3119775939				
	055.9200.560010	\$ 152.00	Period: 06/19/20 - 07/18/20	8233725502		08/11/2020	606022	\$ 2,440.00
001948 - AT&T	011.9019.560010	\$ 256.90	Period: 06/20/20 - 07/19/20	072020				
	011.9019.560010	\$ 978.18	Period: 06/20/20 - 07/19/20	072020(2)		08/11/2020	606023	\$ 1,235.08
002177 - BASIN VALVE COMPANY	056.5600.590000	\$ 175.00	Gas Supplies~	145780	056.0000621	08/11/2020	606024	\$ 175.00
001336 - CURRENT WHOLESALE ELECTRIC SUP	020.1084.900000	\$ 29.07	Electrical Supplies~	262649	011.0013878			
	020.1084.900000	\$ 323.94	Electrical Supplies~	262841	011.0013878			
	055.8000.590000	\$ 53.22	Electrical Parts~	263086	055.0002740			
	020.1084.900000	\$ 341.29	Electrical Supplies~	263594	011.0013878	08/11/2020	606025	\$ 747.52
000970 - DANGELO CO	011.120010	\$ 1,635.00	Water Parts~	S1399830001	011.0013890			
	011.120010	\$ 960.73	Water Parts~	S1409196001	011.0013890	08/11/2020	606026	\$ 2,595.73
000620 - DEPT OF TOXIC SUBSTANCES CTRL	011.1060.595200	\$ 6,080.51	Operations & Maintenance Agreement	19SM4953				
						08/11/2020	606027	\$ 6,080.51

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005825 - FRONTIER	011.9019.560010	\$ 55.01	Period: 07/16/20 - 08/15/20	071620		08/11/2020	606028	\$ 55.01
003917 - GEOSPATIAL TECHNOLOGIES, INC	011.9019.590110	\$ 1,100.00	Annual Software Maintenance Fee - GST	17608	011.0014395			
	011.9019.590110	\$ 2,000.00	Annual Software Maintenance Fee - GST	17608	011.0014395			
	011.9019.590110	\$ 1,600.00	Annual Software Maintenance Fee - CAD	17608	011.0014395	08/11/2020	606029	\$ 4,700.00
004222 - HEATH CONSULTANTS INCORPORATED	056.5600.590000	\$ 405.23	Calibration Services~	1065612	056.0000564	08/11/2020	606030	\$ 405.23
000706 - INFRASTRUCTURE ENGINEERING COR	020.1084.900000	\$ 5,238.10	Professional Services 05/20	12665				
	020.1084.900000	\$ 27,200.50	Professional Services 06/20	12797		08/11/2020	606031	\$ 32,438.60
000804 - LB JOHNSON HARDWARE CO #1	055.8400.590000	\$ 61.24	Small Tools, Plumbing, & Building	108061	055.0002742			
	055.8000.590000	\$ 108.63	Small Tools, Plumbing, & Building	108092	055.0002742			
	055.8400.590000	\$ 295.61	Small Tools, Plumbing, & Building	108099	055.0002742			
	020.1084.520000	\$ 19.56	Plumbing & Building Hardware~	108564	011.0013882			
	020.1084.520000	\$ 300.83	Plumbing & Building Hardware~	108826	011.0013882	08/11/2020	606032	\$ 785.87

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001150 - MCMASTER CARR SUPPLY COMPANY	055.8000.590000	\$ 216.64	Hardware Supplies~	39822135	055.0002743			
	020.1084.900000	\$ 457.10	Hardware Supplies~	40858913	011.0013883	08/11/2020	606033	\$ 673.74
005250 - NORMAN A. TRAUB ASSOCIATES	011.1026.596200	\$ 6,249.70	Workplace Investigation	20016		08/11/2020	606034	\$ 6,249.70
006898 - DEAN OLIVER	011.199999	\$ 3,744.75	Ref Canc'l'd Permit F-2020-1546	Ref000226246		08/11/2020	606035	\$ 3,744.75
006416 - PRIORITY BUILDING SERVICES, LL	011.1049.590000	\$ 9,005.38	Janitorial Services	70406		08/11/2020	606036	\$ 9,005.38
004307 - PROVANTAGE, LLC	011.9019.860000	\$ 13,100.00	NEXUS 3524X 24 10G PORTS~	8682678	011.0014419			
	011.9019.860000	\$ 1,244.50	Sales Tax 9.5%	8682678		08/11/2020	606037	\$ 14,344.50
001457 - QUINN COMPANY	011.1046.520000	\$ 56.62	319 9512 Spring Assembly	PC810892398	011.0014377			
	011.1046.520000	\$ 5.37	Sales Tax 9.5%	PC810892398				
	011.1046.520000	\$ 12.28	Freight	PC810892521	011.0014377	08/11/2020	606038	\$ 74.27
004229 - SMARDAN SUPPLY CO	056.5600.520000	\$ 62.15	Pipe & Fittings~	S3540283001	056.0000570			
	056.5600.520000	\$ 181.60	Pipe & Fittings~	S3541147001	056.0000570	08/11/2020	606039	\$ 243.75

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000380 - STACY MEDICAL CENTER	011.1031.596200	\$ 243.00	Medical Services	521139085		08/11/2020	606040	\$ 243.00
000191 - STATE STREET LAUNDRY	011.1031.520000	\$ 6.30	Laundry Services~	11946	011.0014447			
	011.1031.520000	\$ 7.20	Laundry Services~	11947	011.0014447			
	011.1031.520000	\$ 10.80	Laundry Services~	11948	011.0014447			
	011.1031.520000	\$ 7.20	Laundry Services~	11949	011.0014447			
	011.1031.520000	\$ 7.20	Laundry Services~	11950	011.0014447	08/11/2020	606041	\$ 38.70
006780 - THE HITT COMPANIES, INC	011.1040.520000	\$ 9.25	Nameplate - Jazmine Hooks~	OE82464	011.0014427			
	011.1043.520000	\$ 11.25	Nameplate - John Cordova ~	OE82464	011.0014427			
	011.1043.520000	\$ 8.25	#94-12 2"x12" Standard Aluminum Wall	OE82464	011.0014427			
	011.1040.520000	\$ 5.25	Freight	OE82464	011.0014427			
	011.1043.520000	\$ 5.25	Freight	OE82464	011.0014427			
	011.1040.520000	\$ 0.88	Sales Tax 9.5%	OE82464				
	011.1043.520000	\$ 1.85	Sales Tax 9.5%	OE82464		08/11/2020	606042	\$ 41.98
000141 - THOMSON REUTERS - WEST	011.1024.596600	\$ 235.00	West Information Charges	842577150		08/11/2020	606043	\$ 235.00
001714 - UNIVERSITY OF CA	011.1024.596600	\$ 481.49	CA Municipal Law Handbook	916290		08/11/2020	606044	\$ 481.49

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001481 - VERIZON BUSINESS SERVICES	011.9019.560010	\$ 627.57	Period: 06/20	71539269		08/11/2020	606045	\$ 627.57
002075 - WEIDMANN ELECTRICAL TECHNOLOGY	055.8000.590000	\$ 1,375.00	Substation Oil Samples	5900273346				
	055.8000.590000	\$ 342.31	Substation Oil Samples	5900279395				
	055.8000.590000	\$ 240.00	Substation Oil Samples	5900279396				
	055.8000.590000	\$ 320.00	Substation Oil Samples	5900280099				
	055.8000.590000	\$ 240.00	Substation Oil Samples	5900280262				
	055.8000.590000	\$ 275.00	Substation Oil Samples	5900281715		08/11/2020	606046	\$ 2,792.31
000743 - XEROX FINANCIAL SERVICES, LLC	011.9019.590110	\$ 3,219.30	Lease Payment	2189884		08/11/2020	606047	\$ 3,219.30
001153 - ZUMAR INDUSTRIES, INC	011.1043.900000	\$ 4,736.39	Regulatory Signs & Mounting Hardware~	88899	011.0013896	08/11/2020	606048	\$ 4,736.39
003400 - STATE CONTROLLER'S OFFICE	011.1004.595200	\$ 150.00	Audit Confirmation Listing Fee	081220		08/13/2020	606049	\$ 150.00
TOTAL EARLY CHECKS								\$ 427,038.12

**CITY OF VERNON
OPERATING ACCOUNT
WARRANT REGISTER NO. 51
SEPTEMBER 1, 2020**

RECAP BY FUND

FUND	ELECTRONIC TOTAL	EARLY CHECK TOTAL	WARRANT TOTAL	GRAND TOTALS
011 - GENERAL	\$ 3,073,755.08	\$ 344,035.48	\$ 0.00	\$ 3,417,790.56
020 - WATER	443,792.09	44,930.00	0.00	488,722.09
055 - LIGHT & POWER	5,834,200.78	22,414.58	0.00	5,856,615.36
056 - NATURAL GAS	429,498.45	15,414.16	0.00	444,912.61
057 - FIBER OPTIC	15,129.67	243.90	0.00	15,373.57
GRAND TOTAL	\$ 9,796,376.07	\$ 427,038.12	\$ 0.00	\$ 10,223,414.19

TOTAL CHECKS TO BE PRINTED 0

City Council Agenda Item Report

Agenda Item No. COV-274-2020

Submitted by: Adriana Ramos

Submitting Department: Fire Department

Meeting Date: September 1, 2020

SUBJECT

Fire Department Activity Report

Recommendation:

Receive and file the June 2020 Report.

Background:

Attached is a copy of the Vernon Fire Department Activity Report which covers the period of June 1 through June 30, 2020. This report covers hours for Fire Prevention, Training, Pre-Incident, Periodic Testing, Public Service Programs and Routine Maintenance.

It is important to note the following:

*Due to the COVID-19 pandemic resulting in the temporary closure of non-essential businesses and in adherence to the Los Angeles County Health Officer's Orders and guidelines for social distancing to minimize COVID-19 exposure, Fire inspections ceased during the months of April and May, impacting the year-to-date figures in the activity report. The Fire Department resumed inspections effective June 1, 2020.

*Due to a recent change to LA County's National Fire Incident Reporting System (NFIRS), the department's activity report will no longer include the response time per call. Instead, LA County Fire has provided a new report titled the Vernon Incident Analysis listing only the number of responses, and first-in arrivals per unit.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [Fire Department Activity Report - 06/01/20 to 06/30/20](#)

**VERNON FIRE DEPARTMENT
COMPANY ACTIVITIES
June 1, 2020 to June 30, 2020**

ACTIVITY TYPE

FIRE PREVENTION:

Regular Inspections (#):

Re-Inspections (#):

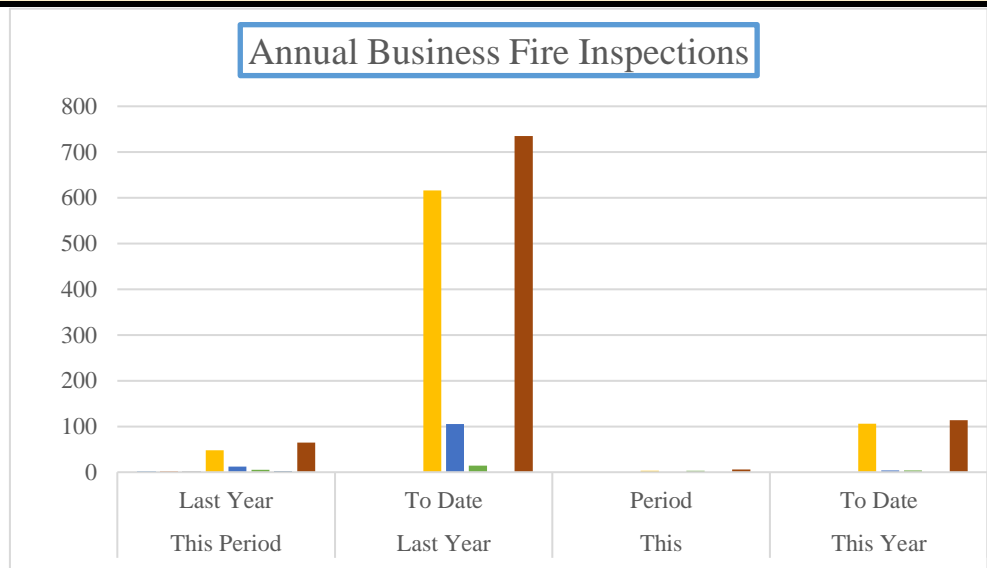
Spec. Haz. Inspections (#):

Total Inspections:

Total Staff Hours:

This Period Last Year	Last Year To Date	This Period	This Year To Date
48	616	3	106
12	105	0	4
5	14	3	4
65	735	6	114
97	1131	13	172

*Reduction in activity due to transitioning to electronic inspection reporting system.



PRE-INCIDENT (HOURS):

Planning

District Familiarization

Total Hours:

This Period Last Year	Last Year To Date	This Period	This Year To Date
189	1065	185	1087
195	1057	198	1071
384	2122	383	2158

PERIODIC TEST (HOURS):

Hose Testing

Pump Testing

Total Hours:

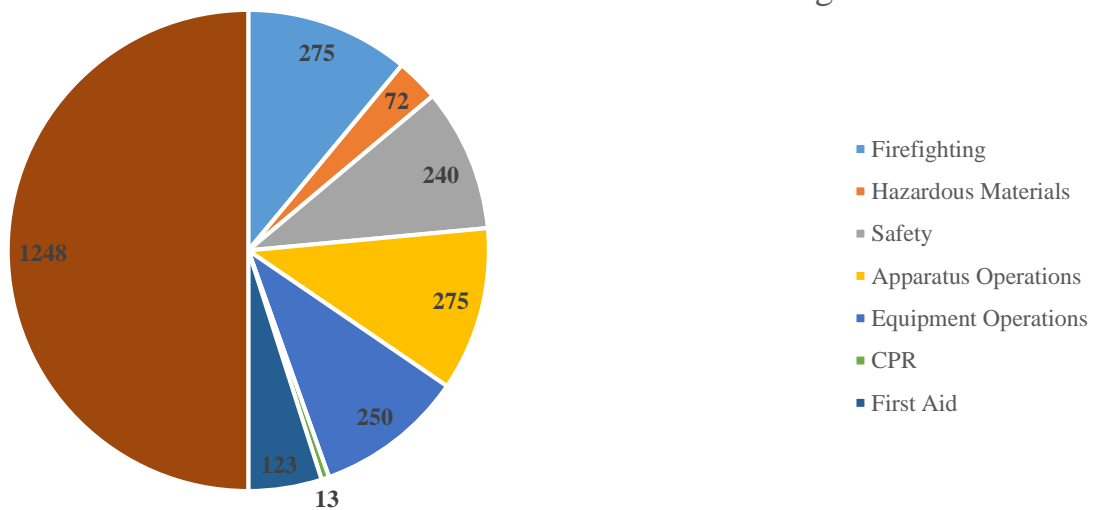
This Period Last Year	Last Year To Date	This Period	This Year To Date
2	4	2	10
2	17	8	28
4	21	10	38

TRAINING (HOURS):

Firefighting
 Hazardous Materials
 Safety
 Apparatus Operations
 Equipment Operations
 CPR
 First Aid

This Period Last Year	Last Year To Date	This Period	This Year To Date
226	1411	275	1559
68	359	72	480
238	1487	240	1431
243	1522	275	536
237	1504	250	1458
11	20	13	116
64	422	123	734
Total Hours:	1087	1248	6314

Fire Training Hours

**PUBLIC SERVICE PROGRAMS (HOURS):**

School Programs
 Fire Brigades
 Emergency Preparedness

This Period Last Year	Last Year To Date	This Period	This Year To Date
2	22	2	6
2	6	4	10
57	149	24	270
Total Hours:	61	30	286

ROUTINE MAINTENANCE (HOURS):

Station
 Apparatus
 Equipment

This Period Last Year	Last Year To Date	This Period	This Year To Date
241	1487	236	1497
242	1473	262	1515
243	1487	256	1542
Total Hours:	726	754	4554

Personnel Activity Total By Hours:**2359****14623****2438****13522**

Vernon Incident Analysis

June 2020

Unit	All Responses	First-In
BC776	0	0
E777	54	49
E778	47	41
E779	24	21
RA778	53	0
T776	14	13
BC13	3	0
BC3	2	0
Q164	1	1
Total	198	125

City Council Agenda Item Report

Agenda Item No. COV-285-2020
Submitted by: Gregory Garcia
Submitting Department: Police Department
Meeting Date: September 1, 2020

SUBJECT

Police Department Activity Report

Recommendation:

Receive and file the June 2020 Report.

Background:

The Vernon Police Department's activity report consists of activity during the specified reporting period, including a summary of calls for service, and statistical information regarding arrests, traffic collisions, stored and impounded vehicles, recovered stolen vehicles, the number of citations issued, and the number of reports filed.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

1. [Police Department Activity Report – June 2020](#)

VERNON POLICE DEPARTMENT

Department Activity Report

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/30/2020

<i>Department</i>	<i>Complaint</i>	<i>All Units</i>	<i>Primary Unit</i>
<i>Type</i>	<i>Description</i>		
VPD			
10-6	OFFICER IS 10-6 C7,961,962,10-10, WASH. EQUIP	172	169
10-96C	10-96 CHARLES (CITY HALL SECURITY CHECK)	14	14
10-96H	PICK UP THE JAIL PAPER WORK FROM HP JAIL	3	3
140	SUPPLEMENTAL REPORT	1	1
20001	INJURY HIT AND RUN	6	1
20001R	INJURY HIT AND RUN REPORT	3	2
20002	NON-INJURY HIT AND RUN	13	3
20002R	NON-INJURY HIT AND RUN REPORT	9	7
211R	ROBBERY REPORT	1	1
211S	SILENT ROBBERY ALARM	14	4
242	BATTERY	9	3
242R	BATTERY REPORT	2	1
273.5	DOMESTIC VIOLENCE	7	2
273.5R	DOMESTIC VIOLENCE REPORT	5	1
314	INDECENT EXPOSURE	5	3
415	DISTURBING THE PEACE	44	19
417	BRANDISHING A WEAPON	7	4
422R	TERRORIST THREATS REPORT	4	2
451R	ARSON REPORT	3	1
459	BURGLARY	18	4
459A	AUDIBLE BURGLARY ALARM	259	136
459R	BURGLARY REPORT	22	11
459S	SILENT BURGLARY ALARM	19	10
459VR	BURGLARY TO A VEHICLE REPORT	10	7
476R	FRAUD REPORT	1	1
484	PETTY THEFT	23	7
484R	PETTY THEFT REPORT	25	17
487	GRAND THEFT	4	1
487R	GRAND THEFT REPORT	34	21
586	PARKING PROBLEM	41	35
594	VANDALISM	11	3
594R	VANDALISM REPORT	28	15
602	TRESPASS	49	20
653MR	ANNOYING PHONE CALLS REPORT	2	1
901T	INJURY TRAFFIC COLLISION	19	6
901TR	INJURY TRAFFIC COLLISION REPORT	6	3
902T	NON-INJURY TRAFFIC COLLISION	42	27
902TR	NON-INJURY TRAFFIC COLLISION REPORT	7	5
909E	TRAFFIC ENFORCEMENT	3	2
909T	TRAFFIC HAZARD	5	5
911	911 MISUSE / HANGUP	2	2
911A	CONTACT THE REPORTING PARTY	38	21
911NR	911 CALL NO RESPONSE REQUIRED	4	2
917A	ABANDONED VEHICLE	6	3
920PR	LOST PROPERTY REPORT	1	1
925	SUSPICIOUS CIRCUMSTANCES	100	41
927	UNKNOWN TROUBLE	7	2

VERNON POLICE DEPARTMENT

Department Activity Report

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/30/2020

<i>Department</i>	<i>Complaint</i>	<i>All Units</i>	<i>Primary Unit</i>
<i>Type</i>	<i>Description</i>		
VPD			
A459R	ATTEMPT BURGLARY REPORT	5	4
A484R	ATTEMPT PETTY THEFT REPORT	3	1
A487	ATTEMPT GRAND THEFT	7	2
A487R	ATTEMPT GRAND THEFT REPORT	3	2
AGTAR	ATTEMPT GRAND THEFT AUTO REPORT	13	6
ASSISTFD	ASSIST FIRE DEPARTMENT	54	19
BARCK	BAR CHECK	2	1
BOSIG	BROKEN SIGNAL OR LIGHT	2	2
BOVEH	BROKEN DOWN VEHICLE	13	9
CITCK	CITATION CHECK	7	6
CIVIL	CIVIL MATTER	5	3
CODE5	SURVEILLANCE/STAKE-OUT	3	1
COP	COP DETAIL	2	2
DEMOSTRA	DEMONSTRATION	3	2
DET	DETECTIVE INVESTIGATION	46	26
DETAIL	DETAIL	2	1
DPTAST	DEPARTMENTAL ASSIST	13	4
DUI	DRIVING UNDER THE INFLUENCE	6	2
FILING	OFFICER IS 10-6 REPORT WRITING	125	124
FOUND	FOUND PROPERTY REPORT	9	5
FU	FOLLOW UP	7	5
GTAR	GRAND THEFT AUTO REPORT	39	28
HBC	HAILED BY A CITIZEN	20	12
ILLDPG	ILLEGAL DUMPING	2	2
ILLDPG RPT	ILLEGAL DUMPING REPORT	2	1
LOCATE	LOCATED VERNON STOLEN VEHICLE / PLATES VI	11	11
LOJACK	LOJACK HIT	10	7
LPR	LICENSE PLATE READER	18	10
MISPLOCATE	LOCATED MISSING PERSON REPORT	4	2
MISPR	MISSING PERSON REPORT	2	1
MR60	MISC REPORT	1	1
PAPD	PUBLIC ASSIST-POLICE	16	9
PATCK	PATROL CHECK	241	187
PEDCK	PEDESTRIAN CHECK	84	47
REC	RECOVERED STOLEN VEHICLE IN THE FIELD	17	7
RECKLESS DF	RECKLESS DRIVING (23103)	13	8
REPO	REPOSSESSION	1	1
ROADRAGE	ROAD RAGE	4	2
RR	RAIL ROAD PROBLEM	1	1
SPEED	SPEED CONTEST OR SPEEDING (23109)	13	4
SRMET	SRMET DETAIL	10	3
SUBPOENA	SUBPOENA SERVICE	3	1
SUICIDAL SUE	SUICIDAL SUBJECT	3	1
TRAFFIC STOI	TRAFFIC STOP	91	65
UNATTACHED	UNATTACHED TRAILER	1	1
VCK	VEHICLE CHECK	89	68
VEH RELEASE	VEHICLE RELEASE	5	5

VERNON POLICE DEPARTMENT

Department Activity Report

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/30/2020

Department	Complaint Type	Description	All Units	Primary Unit
VPD	WELCK	WELFARE CHECK	34	17
Department:			2173	1379
Overall:			2173	1379

VERNON POLICE DEPARTMENT

Police Activity Report

Period Ending: 06/30/20

<u>TRAFFIC COLLISIONS</u>	<u>NO.</u>	<u>PROPERTY RECOVERED</u>
TOTAL	29	VEHICLES: \$120,100.00
NON-INJURY	15	
INJURY	14	
Persons Injured	18	
Pedestrian	0	
Fatalities	0	
City Property Damage	3	
Hit & Run (Felony)	4	
Hit & Run (Misdemeanor)	7	

<u>VEHICLES STORED</u>		<u>PROPERTY RECOVERED FOR OTHER DEPARTMENTS</u>
Unlicensed Driver	5	VEHICLES: \$19,600.00
Abandoned/Stored Vehicle	7	
Unattached Trailer	1	
Traffic Hazard	2	

<u>CITATIONS</u>	
Citations Iss (Prisoner Release)	32
Citations Iss (Other Violations)	0
Parking	19
Hazardous	21
Non-Hazardous	14
Citations Iss (Moving)	35
Citations Iss (Total)	54

<u>CASES CLEARED BY ARREST</u>					
AR20-168	CR20-0848	496 PC	AR20-185	CR20-0913	487 PC
AR20-169	CR20-0857	459 PC	AR20-187	CR20-0915	11364 HS
AR20-171	CR20-0860	10851 VC	AR20-188	CR20-0930	10851 VC
AR20-172	CR20-0869	496 PC	AR20-189	CR20-0937	11377 HS
AR20-175	CR20-0877	273.5(A) PC	AR20-190	CR20-0939	602 PC
AR20-177	CR20-0883	11377 HS	AR20-191	CR20-0940	11377 HS
AR20-178	CR20-0894	10851 VC	AR20-192	CR20-0958	11377 HS
AR20-179	CR20-0895	20001 VC	AR20-193	CR20-0995	664/10851 VC
AR20-180	CR20-0901	10851 VC	AR20-194	CR20-1003	602 PC
AR20-181	CR20-0902	484(A) PC	AR20-196	CR20-1020	594 PC
AR20-182	CR20-0907	602(M) PC	AR20-197	CR20-1044	20002(A) VC

**VERNON POLICE DEPARTMENT
REPORT FOR PERSONS ARRESTED
PERIOD ENDING: 06/30/2020**

ADULT FELONY ARRESTS AND DISPOSITIONS			
	MALE	FEMALE	TOTAL
BURGLARY (& ATTEMPTED)	1	1	2
DRIVING UNDER THE INFLUENCE w/ INJURY			0
DOMESTIC VIOLENCE	1	1	2
GRAND THEFT: AUTO (& ATTEMPTED)	5		5
GRAND THEFT: PROPERTY	2		2
HIT & RUN w/ INJURY	1		1
POSSESSION OF STOLEN PROPERTY	2	1	3
WARRANT (VERNON CASE)			0
WARRANT (OUTSIDE AGENCY)			0
TOTAL FELONY ARRESTS	12	3	15

ADULT MISDEMEANOR ARRESTS AND DISPOSITIONS			
	MALE	FEMALE	TOTAL
CARRY CONCEALED DAGGER			0
COURT ORDER VIOLATION			0
DRIVING RECKLESSLY			0
DRIVING UNDER THE INFLUENCE	1	1	2
DRIVING WITH A SUSPENDED LICENSE			0
HIT & RUN	1		1
PETTY THEFT	1		1
POSSESSION OF NARCOTICS	4		4
POSSESSION OF PARAPHERNALIA	1		1
POSSESSION OF NITROUS OXIDE			0
TRESPASSING	5		5
VANDALISM	1		1
WARRANT (VERNON CASE)			0
WARRANT (OUTSIDE AGENCY)			0
TOTAL MISD. ARRESTS	14	1	15

JUVENILES DETAINED --- FELONY AND MISDEMEANOR			
	MALE	FEMALE	TOTAL
BURGLARY			0
CARRY LOADED FIREARM IN PUBLIC			0
ROBBERY			0
VANDALISM			0
WARRANT			0
TOTAL JUVENILES DET.	0	0	0

TOTAL FELONY ARRESTS (ADULT) TO DATE:	59
TOTAL MISDEMEANOR ARRESTS (ADULT) TO DATE:	134
TOTAL JUVENILES DETAINED (FELONY AND MISDEMEANOR) TO DATE:	4
TOTAL ARRESTS AND DETAINED JUVENILES (FELONY AND MISDEMEANOR) TO DATE:	197

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/01/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200610771												
	FI		06/01/2020	01:24:38								
	SOW		FOUND		E 37TH // SOTO, VERNON							
	RPT											
				VPD	GODOY,RAYMON			01:24:39				02:14:30
				VPD	SWINFORD,PHILL			01:24:49				02:14:30
20200610779												
	RPT		06/01/2020	04:28:19								
			HBC		PACIFIC BL // 46TH, VERNON							
				VPD	CERDA,PAUL,JR/I			04:28:19				04:59:04
				VPD	SWINFORD,PHILL		04:35:41	04:31:03			04:35:46	
20200610783												
	RPT		06/01/2020	05:03:15								
	1015		PEDCK		S BOYLE AV // 44TH, VERNON							
				VPD	ESTRADA,IGNACI			05:03:15			05:51:37	
				VPD	GODOY,RAYMON			05:16:05				06:11:29
				VPD	CERDA,PAUL,JR/I		05:13:21	05:19:00			05:42:55	
				VPD	SWINFORD,PHILL			05:17:15			05:42:57	
20200610789												
	RPT		06/01/2020	06:08:03								
			459VR		OWENS BROCKWAY 2901 FRUITLAND AV, VERNON							
				VPD	SWINFORD,PHILL		06:13:02	06:13:30				06:40:20
20200610791												
	VREC		06/01/2020	06:13:36								
	RPT		LOCATE		SOUTH GATE PD 8901 ALDEN AVE, SOUTH GATE							
20200610796												
	RPT		06/01/2020	06:49:32								
			GTAR		HOLLANDER HOME FASHIONS 4553 SEVILLE AV, VERNON							

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/01/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200610796												
	RPT		06/01/2020	06:49:32		GTAR	HOLLANDER HOME FASHIONS 4553 SEVILLE AV, VERNON					
				VPD	OURIQUE,CARLO		*40W	06:52:32	06:53:02	07:38:12		
									Department VPD	OCA Number CR20200850	RMS Juris CA0197300	
												07:53:23
20200610812												
	RPT		06/01/2020	09:45:06		487R	A PEACH 2133 E 38TH, VERNON					
				VPD	ESCOBEDO,ALEX		*32E	09:54:58	09:54:58	10:00:46		11:17:06
				VPD	SALDANA,CARLO		40W	09:52:56				10:01:15
20200610814												
	RPT		06/01/2020	10:40:03		487R	DAVID GARMENT 5008 S BOYLE AV, VERNON					
				VPD	HERNANDEZ,EDV		*31	10:41:54	10:44:05	11:05:05		11:02:52
				VPD	ESCOBEDO,ALEX		32E		11:02:50			11:31:06
				VPD	SALDANA,CARLO		40W		10:44:50	10:44:44		10:51:04
20200610816												
	RPT		06/01/2020	11:38:39		GTAR	JUMBO SALES 3001 BANDINI BL, VERNON					
				VPD	ESCOBEDO,ALEX		*32E	11:40:17	11:40:43	11:44:28		12:36:07
20200610818												
	RPT		06/01/2020	13:07:10		20002R	ESMERALDA S DISTRICT BL // ATLANTIC BL, VERNON					
				VPD	ESCOBEDO,ALEX		*32E		13:32:56	13:42:11		14:13:29
20200610819												
	RPT		06/01/2020	13:13:35		GTAR	JETRO 2300 E 57TH, VERNON					
	VREC								Department VPD	OCA Number CR20200854	RMS Juris CA0197300	
				VPD	SALDANA,CARLO		*40W	13:16:05	13:16:20	13:21:37		14:26:54
				VPD	ESCOBEDO,ALEX		32E	13:32:46	13:32:47			13:32:50

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/01/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200610821												
	RPT	06/01/2020 459R	14:38:42	BLACKSTEN INDUSTRIAL ELECTRICAL 5005 E SLAUSON AV, VERNON								
			VPD	GAYTAN,LORENZ	*43			15:40:30				16:01:24
20200610822												
	RPT	06/01/2020 459	14:45:11	PRINCESS PAPER 4555 EVERETT AV, VERNON								
			VPD	ESCOBEDO,ALEX	*32E	14:46:16		14:48:16			16:22:26	
			VPD	HERNANDEZ,EDV	31	14:46:19	14:49:44	14:52:43			16:19:53	
			VPD	SALDANA,CARLO	40W			14:54:27			17:46:38	
			VPD	GAYTAN,LORENZ	43			14:49:47			15:40:29	
			VPD	CROSS,JEREMY	S4			15:01:08			15:37:05	
			VPD	MARTINEZ,GABRI	S5			15:01:05			15:37:07	
20200610823												
	VREC	06/01/2020 LOCATE	17:27:21	LASO EAST LA UNION PACIFIC AVE // WOODS AVE, EAST LOS								
20200610832												
	RPT	06/01/2020 484	20:08:08	MARIA ACOSTA 4675 52D DR, VERNON S/A 115								
			VPD	GODOY,RAYMON	*38E	20:08:48	20:09:47	20:11:55				22:29:02
			VPD	CERDA,PAUL,JR/I	26			20:17:38			20:26:08	
			VPD	SWINFORD,PHILL	43	20:08:50	20:09:57	20:09:46			21:19:39	
20200610833												
	RPT	06/01/2020 ASSISTFD	20:13:49	REHRIG PACIFIC 4010 E 26TH, VERNON								
			VPD	LUCAS,JASON	*32W	20:14:38	20:15:01	20:17:19				21:24:14
			VPD	ONOPA,DANIEL	S7			20:38:26			21:17:25	
20200610838												

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/01/2020

Jurisdiction: VERNON

Last Date: 06/01/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200610838															
	VREC		06/01/2020	22:23:28		AMPM									
	1015		REC			3031 E VERNON AV, VERNON					Department VPD	OCA Number CR20200860		RMS Juris CA0197300	
	RPT														
				VPD	LUCAS,JASON		*32W	22:25:08	22:25:16		22:32:39				23:56:37
				VPD	GODOY,RAYMON		38E				22:29:05				23:56:37
				VPD	STEVENSON,KEN		41				23:16:38				23:56:37
				VPD	SWINFORD,PHILL		43				22:32:41				23:56:38
					MR C TOW		MR C TO		23:17:20		23:25:21				23:56:38
				VPD	ONOPA,DANIEL		S7				23:18:23			23:52:33	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/02/2020

Last Date: 06/02/2020

Call Number	Disp	Ten Code	Received Complaint	Caller		Unit Time					
				Address		Dispatch	Enroute	OnScene	Depart	Arrive	Remove
20200610849											
	RPT		06/02/2020 07:14:23	MCDONALDS							
			594R	3737 S SOTO, VERNON							
			VPD	VALENZUELA,FEI	*31W	07:17:27	07:17:51	07:24:38		08:21:05	
			VPD	ZOZAYA,OSCAR/I	41			08:00:22			08:27:53
20200610856											
	RPT		06/02/2020 09:46:15	E 37TH // SOTO, VERNON							
	40E		LOJACK								
			VPD	VALENZUELA,FEI	*31W			09:46:15		10:12:52	
			VPD	OURIQUE,CARLO	40E		09:56:19	10:06:11			11:53:52
			VPD	GAYTAN,LORENZ	43		09:55:37			10:13:21	
20200610857											
	RPT		06/02/2020 10:10:03	STASE LLC							
			A459R	3701 S SANTA FE AV, VERNON							
			VPD	VALENZUELA,FEI	*31W	10:13:26		10:31:51		11:19:19	
20200610860											
	VREC		06/02/2020 11:48:11	DOWNEY PD							
			LOCATE	13008 CARFAX AVE, DOWNEY							
20200610862											
	RPT		06/02/2020 14:05:01	VERIZON WIRELESS 1-800-451-5242							
			901T	S BOYLE AV // 46TH, VERNON							
			VPD	OURIQUE,CARLO	*40E	14:05:31	14:05:31	14:15:52		15:10:50	
			VPD	VALENZUELA,FEI	31W			14:07:58		15:10:54	
			VPD	CAM,PATRICK	32			14:15:44		15:10:46	
				USTOW	US TOW	14:20:29	14:21:40	14:25:09		15:10:49	
20200610864											
	RPT		06/02/2020 15:29:02	WEST COAST RAGS							
			422R	4768 S ALAMEDA, VERNON							
							Department VPD	OCA Number CR20200867		RMS Juris CA0197300	

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/02/2020

Jurisdiction: VERNON

Last Date: 06/02/2020

Call Number	Disp	Ten	Received	Caller										
		Code	Complaint	Address	Unit Time									
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp		
20200610864														
	RPT	06/02/2020 422R	15:29:02	WEST COAST RAGS 4768 S ALAMEDA, VERNON										
			VPD	VALENZUELA,FEI	*31W		17:08:37	15:35:46	Department VPD	OCA Number CR20200867	RMS Juris CA0197300			
			VPD	CAM,PATRICK	32			15:50:07			16:37:19	17:50:18		
			VPD	VELEZ,MARISSA	5D34			15:50:13			16:14:37	17:50:18		
20200610865														
	RPT	06/02/2020 20002R	15:37:53	5601 DOWNEY RD, VERNON										
			VPD	CAM,PATRICK	*32	15:40:42	15:40:48		Department VPD	OCA Number CR20200865	RMS Juris CA0197300			
			VPD	OURIQUE,CARLO	40E		15:40:52	15:50:41			15:41:09			
				MR C TOW	MR C TO	15:57:53	15:57:54	16:06:28			16:37:58			
											16:34:27			
20200610867														
	RPT	06/02/2020 484R	16:33:46	QFX 2957 E 46TH, VERNON										
20200610870														
	RPT	06/02/2020 GTAR	17:01:52	RANCHO FOODS 2528 E 37TH, VERNON										
			VPD	CAM,PATRICK	*32	17:08:44	17:10:16	17:16:15	Department VPD	OCA Number CR20200866	RMS Juris CA0197300	18:14:29		
20200610879														
	VI	06/02/2020 925	21:16:06	BAKER COMMODITIES 4020 BANDINI BL, VERNON										
			VPD	CERDA,PAUL,JR	*32E		21:16:42	21:22:34	Department VPD	OCA Number CR20200868	RMS Juris CA0197300			
			VPD	GODOY,RAYMON	38W		21:17:58	21:22:31			22:12:58			
			VPD	SWINFORD,PHILL	40		21:16:44	21:20:27			22:11:13	22:16:21		
				MR C TOW	MR C TO		21:52:14	21:58:59			21:33:22			
											22:12:52			
20200610884														

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/02/2020

Jurisdiction: VERNON

Last Date: 06/02/2020

Call Number	Disp	Ten	Received	Caller	Unit Time										
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200610884															
	RPT		06/02/2020	22:23:04											
	1015		PEDCK		1945 E 55TH, VERNON					Department VPD	OCA Number CR20200869	RMS Juris CA0197300			
	SRVD														
	VS														
				VPD	ESTRADA,IGNACI		*S3			22:23:04			23:39:15		
				VPD	DOCHERTY,MICH		21			22:29:11			23:58:37		
				VPD	STEVENSON,KEN		22			22:29:13				00:10:01	
				VPD	GODOY,RAYMON		38W		22:23:54	22:31:12				00:10:01	
				VPD	SWINFORD,PHILL		40		22:23:10	22:26:04			00:07:52		
					USTOW		US TOW	23:01:08	23:01:30	23:22:57			23:48:58		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/03/2020

Jurisdiction: VERNON

Last Date: 06/03/2020

Call Number	Disp	Ten	Received	Code	Complaint	Caller	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200610893													
	RPT		06/03/2020	01:30:34			CAMINO REAL						
	1015		901T				2503 E VERNON AV, VERNON						
	VI												
				VPD	SWINFORD,PHILL		*40		01:31:06	01:32:05	02:22:40	02:31:49	03:45:18
				VPD	CERDA,PAUL,JR		32E			01:32:12		02:48:49	
				VPD	GODOY,RAYMON		38W			01:52:27		02:43:02	
				VPD	ONOPA,DANIEL		S7			01:33:03		02:37:25	
20200610910													
	RPT		06/03/2020	10:07:23			2750 S ALAMEDA, VERNON						
			A487R										
				VPD	OURIQUE,CARLO		*41W			10:07:23			10:34:13
				VPD	VALENZUELA,FEI		31W		10:07:28	10:09:00		10:27:53	
20200610915													
	RPT		06/03/2020	10:54:54			VGI						
			484R				5508 S SANTA FE AV, VERNON						
				VPD	ZOZAYA,OSCAR/I		*40E		11:00:57			11:01:54	
				VPD	VALENZUELA,FEI		31W		11:01:50	11:10:17			12:12:35
20200610916													
	RPT		06/03/2020	11:15:49			AT&T MOBILITY 800 635 6840 4						
			MR60				3033 BANDINI BL, VERNON						
				VPD	ZOZAYA,OSCAR/I		*40E		11:17:34	11:28:31			12:08:10
20200610921													
	RPT		06/03/2020	13:21:54			SUGEY VILLANUEVA						
			20001R				E 28TH // SANTA FE AV, VERNON						
				VPD	ZOZAYA,OSCAR/I		*40E		13:27:01	13:29:54			14:31:33
20200610927													
	RPT		06/03/2020	14:38:12			JOES PLASTIC INC						
	OR		902TR				5699 S DISTRICT BL, VERNON						

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/03/2020

Jurisdiction: VERNON

Last Date: 06/03/2020

Call Number	Disp	Ten	Received	Caller		Unit Time							
		Code	Complaint	Address		Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200610927													
	RPT		06/03/2020	14:38:12	JOES PLASTIC INC								
	OR		902TR		5699 S DISTRICT BL, VERNON								
				VPD	OURIQUE,CARLO	*41W	14:39:11	14:42:28					15:46:42
				VPD	ENCINAS,ANTHOI	43	14:39:42	14:41:33					15:46:42
20200610930													
	RPT		06/03/2020	15:43:26	Z'S PLACE								
			594R		3805 S SOTO, VERNON								
				VPD	ZOZAYA,OSCAR/I	*40E		15:43:26					16:22:24

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/04/2020

Jurisdiction: VERNON

Last Date: 06/04/2020

Call Number	Disp	Ten	Received	Complaint	Code	Caller	Address	Unit Time						
								Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart
20200610959														
	RPT		06/04/2020	08:21:03		MOISES								
			AGTAR			S SANTA FE AV // 57TH, VERNON								
				VPD	VALENZUELA,FEI	*32W		08:23:10	08:23:43				08:57:02	
				VPD	ZOZAYA,OSCAR/I	40		08:23:39	08:27:53					09:36:13
				VPD	CERDA,EUGENIO	41W		08:37:06	08:38:23				08:57:04	
				VPD	NEWTON,TODD/A	43E			08:39:08				09:09:40	
				VPD	RAMOS,JOSE	XS			08:44:50				09:34:31	
20200610960														
	RPT		06/04/2020	08:55:36		STERIGENICS								
	VS		586			4863 E 50TH, VERNON								
				VPD	CERDA,EUGENIO	*41W		08:57:59	09:11:10					09:53:47
20200610976														
	RPT		06/04/2020	12:59:10										
			GTAR			2916 SANTA FE, VERNON								
				VPD	ZOZAYA,OSCAR/I	*40		13:05:33	13:05:33					13:50:05
20200610977														
	VREC		06/04/2020	13:11:31		AL TOWING								
			LOCATE			84TH // HOOVER, LOS ANGELES								
				VPD	RECORDS BUREA/	*RECD				13:18:11				13:30:41
20200610981														
	RPT		06/04/2020	13:44:31		WINKLER PLASTIC								
			GTAR			4889 LOMA VISTA AV, VERNON								
				VPD	ZOZAYA,OSCAR/I	*40			13:50:08					14:56:10
20200610982														
	RPT		06/04/2020	14:05:07		LUIS								
			925			E VERNON AV // SANTA FE AV, VERNON								
				VPD	CERDA,EUGENIO	*41W		14:06:52	14:14:09				14:22:59	17:13:12
				VPD	VALENZUELA,FEI	32W		14:06:53	14:14:10				16:13:03	

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/04/2020

Jurisdiction: VERNON

Last Date: 06/04/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200610982															
	RPT		06/04/2020	14:05:07	LUIS										
			925		E VERNON AV // SANTA FE AV, VERNON										
				VPD	HERNANDEZ,EDV	5D32									
									14:10:55					14:23:05	
20200611004															
	1015		06/04/2020	22:59:54											
	RPT		PEDCK		E DISTRICT BL // CORONA AV, VERNON										
				VPD	MADRIGAL,ALFOI	*26E				22:59:54					23:57:44
				VPD	STEVENSON,KEN	22				23:05:36				23:52:55	
				VPD	GODOY,RAYMON	38W		23:00:32		23:01:48				23:52:58	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/05/2020

Jurisdiction: VERNON

Last Date: 06/05/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200611026												
	VREC		06/05/2020	09:10:25								
		REC					23RD // MINERVA, LOS ANGELES					
			VPD	NEWTON,TODD/A			*26					
									09:10:26			10:27:19
20200611027												
	RPT		06/05/2020	09:25:49								
		A459R					HOOVER TRADING 4800 E 26TH, VERNON					
			VPD	CERDA,EUGENIO			*40E	09:28:23	09:28:24	09:32:19		10:05:24
20200611029												
	RPT		06/05/2020	11:03:29								
		GTAR					ANCON TRANSPORT 4641 HAMPTON, VERNON					
			VPD	DOCHERTY,MICH			*41W	11:07:16	11:07:34	11:10:39		12:27:54
20200611042												
	RPT		06/05/2020	16:42:30								
		902T					WEST COAST CLOSEOUT 4519 EVERETT AV, VERNON					
			VPD	CERDA,EUGENIO			*40E	16:44:07	16:44:29	16:48:51		
			VPD	NEWTON,TODD/A			26		16:46:23	17:01:07		17:37:56

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/06/2020

Jurisdiction: VERNON

Last Date: 06/06/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611093												
	RPT		06/06/2020	07:39:19	WINKLER PLASTIC							
			GTAR		4889 LOMA VISTA AV, VERNON							
				VPD	REDONA,BRYAN	*26W	07:40:07	07:40:08			07:40:34	
				VPD	NEWTON,TODD/A	41		07:40:32	07:43:09			08:26:11
20200611114												
	VREC		06/06/2020	11:39:35								
			LOCATE		W 53RD ST // S FLOWER ST, LOS ANGELES							
20200611119												
	RPT		06/06/2020	13:01:43	PASSER BY							
			PEDCK		3420 VERNON, VERNON							
				VPD	OURIQUE,CARLO	*40E	13:05:27	13:05:30	13:07:46			15:23:19
				VPD	REDONA,BRYAN	26W		13:18:20	13:26:10		13:36:51	
				VPD	CERDA,EUGENIO	43		13:18:26	13:20:30		13:40:58	
20200611130												
	RPT		06/06/2020	16:43:36	SS CUSTOM FURNITURE							
			459R		2059 E 37TH, VERNON							
				VPD	REDONA,BRYAN	*26W	16:50:45	16:50:48	16:55:39			17:22:29
				VPD	OURIQUE,CARLO	40E			16:56:43		17:18:49	
20200611142												
	RPT		06/06/2020	21:32:05	LA CO FIRE							
			901T		S ATLANTIC BL // DISTRICT BL, VERNON							
				VPD	LUCAS,JASON	*31E	21:32:40	21:33:03	21:35:42			22:06:57
				VPD	VELEZ,MARISSA	26		21:33:13	21:35:45		21:49:59	
				VPD	MANNINO,NICHOI	38W			21:38:28		21:56:10	
				VPD	RAMOS,JOSE	43	21:32:41	21:33:05	21:37:29			22:06:57
				VPD	ESTRADA,IGNACI	S3		21:48:10	21:56:24			22:06:58
20200611143												

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

<i>First Date:</i>		06/06/2020				<i>Last Date:</i>		06/06/2020				
<i>Jurisdiction:</i>		VERNON										
<i>Call Number</i>	<i>Disp</i>	<i>Ten</i>	<i>Received</i>	<i>Caller</i>								
		<i>Code</i>	<i>Complaint</i>	<i>Address</i>				<i>Unit Time</i>				
			<i>Dep</i>	<i>Officer</i>	<i>Unit</i>	<i>Dispatch</i>	<i>Enroute</i>	<i>OnScene</i>	<i>Depart</i>	<i>Arrive</i>	<i>Remove</i>	<i>Comp</i>
20200611143												
	VREC		06/06/2020	21:54:09	LASO CENTURY							
	RPT		LOCATE		4305 S SANTA FE AV, VERNON							

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/07/2020

Jurisdiction: VERNON

Last Date: 06/07/2020

Call Number	Disp	Ten	Received	Code	Complaint	Address	Unit Time					
							Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611156												
	RPT		06/07/2020	00:56:58		TOP WRENCH						
			487R			2043 ROSS, VERNON						
				VPD	MANNINO,NICHOI		*38W	01:00:22				
				VPD	VELEZ,MARISSA		26		01:00:23	01:07:18		02:11:52
										01:29:35	02:02:58	
20200611161												
	VREC		06/07/2020	04:29:20								
	RPT		LPR			PORTER // SANTA FE, LOS ANGELES						
	1015											
				VPD	LUCAS,JASON		*31E			04:30:08		07:03:24
				VPD	MANNINO,NICHOI		38W		04:30:32	04:31:13	06:23:20	
				VPD	RAMOS,JOSE		43			04:30:37	06:34:12	
					MR C TOW		MR C TO	05:41:41	05:48:03	05:53:20	06:32:02	
				VPD	ESTRADA,IGNACI		S3			04:36:39	04:49:20	
20200611166												
	RPT		06/07/2020	08:39:06								
	VS		901T			PACIFIC BL // 45TH, VERNON						
	1015											
	CITE											
				VPD	REDONA,BRYAN		*26E	08:40:22	08:40:22	08:41:17	09:30:14	
				VPD	CAM,PATRICK		41W			08:41:08	09:36:27	
				VPD	OURIQUE,CARLO		43		08:41:16	08:42:45		10:32:51
					USTOW		US TOW	08:56:20	08:56:48	09:10:45	09:30:05	
20200611175												
	RPT		06/07/2020	12:26:58		XPO						
			A487R			2929 E 54TH, VERNON						
				VPD	REDONA,BRYAN		*31E			12:26:58		13:08:01
20200611184												
	RPT		06/07/2020	15:39:03		TECTRON INTERNATIONAL						
			459R			4632 PACIFIC BL, VERNON						

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/07/2020

Jurisdiction: VERNON

Last Date: 06/07/2020

Call Number	Disp	Ten	Received	Caller		Unit Time							
		Code	Complaint	Address		Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611184													
	RPT		06/07/2020	15:39:03	TECTRON INTERNATIONAL								
			459R		4632 PACIFIC BL, VERNON								
				VPD	CAM,PATRICK	*41W	15:42:36	15:42:36	15:51:35			16:26:05	
				VPD	REDONA,BRYAN	31E		15:56:37	15:57:21			16:07:20	
				VPD	OURIQUE,CARLO	43		15:53:48	16:09:15			15:56:25	16:57:43

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/08/2020

Jurisdiction: VERNON

Last Date: 06/08/2020

Call Number	Disp	Ten	Received	Caller	Unit Time										
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611225															
	RPT		06/08/2020	08:28:43		BARKLEY TIRES									
			487R			6047 MALBURG WY, VERNON									
				VPD	OURIQUE,CARLO		*43	08:32:22	08:32:48	08:37:23				09:04:23	
20200611230															
	RPT		06/08/2020	09:17:24		XESS BRAND PRODUCTS									
			459R			5608 S SOTO, VERNON S/A 8									
				VPD	CAM,PATRICK		*40E	09:18:41					09:19:54		
				VPD	OURIQUE,CARLO		43		09:19:52	10:03:46				10:14:51	
20200611235															
	RPT		06/08/2020	10:33:34		UNK									
			484R			2675 S SANTA FE AV, VERNON									
				VPD	OURIQUE,CARLO		*43			10:34:59				11:08:49	
20200611245															
	RPT		06/08/2020	14:28:03		BNB WHOLESALE									
			GTAR			4535 S SOTO, VERNON									
				VPD	CAM,PATRICK		*40E	14:28:44		14:32:03			16:04:41		
				VPD	VALENZUELA,FEI		41W		14:30:41	14:33:29			15:12:16		
				VPD	OURIQUE,CARLO		43			14:33:10			17:07:18	17:12:40	
				VPD	MARTINEZ,GABRI		S5		14:33:41	14:36:17			15:09:36		
20200611257															
	RPT		06/08/2020	20:47:49		VESTA HOME									
	1015		484			4900 E 50TH, VERNON									
				VPD	VASQUEZ,LUIS		*26E		20:50:26	20:51:45				22:07:07	
				VPD	SWINFORD,PHILL		31		20:50:28	20:52:28				22:07:07	
				VPD	GODOY,RAYMON		38W		20:50:29	20:52:39				22:07:08	
				VPD	VILLEGAS,RICHA		XS			20:54:27			21:38:02		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/09/2020

Jurisdiction: VERNON

Last Date: 06/09/2020

Call Number	Disp	Ten	Received	Caller	Unit Time										
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611266															
	RPT	06/09/2020	01:41:06	BON APPETIT											
		459R		2909 LEONIS BL, VERNON											
			VPD	VASQUEZ,LUIS			*26E		01:45:01	01:45:33				04:00:55	
			VPD	SWINFORD,PHILL			31		01:45:04	01:46:10				04:00:55	
			VPD	GODOY,RAYMON			38W		01:45:05	01:45:56			03:39:59		
			VPD	VILLEGAS,RICHA			XS			01:57:53			03:39:57		
20200611273															
	RPT	06/09/2020	07:18:38	PRAXAIR											
		487R		5700 S ALAMEDA, VERNON											
			VPD	ENCINAS,ANTHOI			*41	07:23:04	07:23:15				07:23:53		
			VPD	OURIQUE,CARLO			43W		07:23:50	07:28:46				08:05:57	
20200611276															
	RPT	06/09/2020	08:14:31	BAKER COMMODITIES											
		484R		4020 BANDINI BL, VERNON											
			VPD	ZOZAYA,OSCAR/I			*40E		08:16:20	08:21:14				09:24:25	
20200611281															
	VS	06/09/2020	09:57:06												
		VCK		4901 BANDINI BL, VERNON											
			VPD	ENCINAS,ANTHOI			*41			09:57:06				10:33:21	
			VPD	ZOZAYA,OSCAR/I			40E			10:27:34			10:27:38		
				MR C TOW			MR C TO	10:02:56	10:03:35	10:12:57				10:33:21	
20200611285															
	RPT	06/09/2020	10:50:52												
	1015	PATCK		5610 ALCOA AV, VERNON											
			VPD	ZOZAYA,OSCAR/I			*40E			10:50:52				11:58:16	
			VPD	ENCINAS,ANTHOI			41		10:55:21					11:58:16	
			VPD	OURIQUE,CARLO			43W		10:55:34	11:10:58				11:58:17	
20200611290															

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/09/2020

Jurisdiction: VERNON

Last Date: 06/09/2020

Call Number	Disp	Ten	Received	Caller	Unit Time								
		Code	Complaint	Address	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611290													
	RPT	06/09/2020	13:52:40	UNK									
		A487		4825 S SOTO, VERNON									
			VPD	ZOZAYA,OSCAR/I	*40E		13:52:59				14:19:25		
			VPD	ENCINAS,ANTHOI	41		13:53:00	13:59:31				14:35:27	
			VPD	OURIQUE,CARLO	43W			13:54:33				14:35:27	
			VPD	CROSS,JEREMY	5D30			13:58:23				14:35:27	
			VPD	GAYTAN,LORENZ	5d31			14:13:12				14:35:28	
			VPD	ESCOBEDO,ALEX	5d33			14:13:13				14:35:28	
20200611292													
	RPT	06/09/2020	14:36:16	UNK									
		459VR		6074 MALBURG WY, VERNON									
			VPD	ENCINAS,ANTHOI	*41	14:36:33	14:39:26				14:40:00		
			VPD	ZOZAYA,OSCAR/I	40E		14:39:49	14:42:53			15:45:26		
			VPD	OURIQUE,CARLO	43W	14:36:35	14:39:28	14:42:51			15:13:35		
20200611294													
	UTL	06/09/2020	15:12:21										
	RPT	GTAR		FRUITLAND AV // GIFFORD AV, VERNON									
			VPD	OURIQUE,CARLO	*43W		15:13:47	15:18:56				15:24:08	
			VPD	ZOZAYA,OSCAR/I	40E		16:09:53	16:13:41				16:52:54	
20200611295													
	RPT	06/09/2020	15:24:12	EL RUISEÑOR									
		484		5512 S SANTA FE AV, VERNON									
			VPD	ENCINAS,ANTHOI	*41	15:24:33	15:25:48	15:26:21			15:43:33		
			VPD	OURIQUE,CARLO	43W	15:24:37	15:25:50	15:43:37				16:09:21	
			VPD	RAMOS,JOSE	XS			15:36:19			15:36:33		
20200611318													
	RPT	06/09/2020	23:17:57	ZS PLACE									
		459A		3805 S SOTO, VERNON									
			VPD	SWINFORD,PHILL	*31W		23:19:57	23:21:13			00:11:01	01:01:02	

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/09/2020

Jurisdiction: VERNON

Last Date: 06/09/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611318														
	RPT		06/09/2020	23:17:57	ZS PLACE									
		459A			3805 S SOTO, VERNON									
			VPD	VASQUEZ,LUIS		26	23:22:41	23:24:54					00:10:55	
			VPD	GODOY,RAYMON		38E	23:20:04	23:24:53					00:11:12	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/10/2020

Jurisdiction: VERNON

Last Date: 06/10/2020

Call Number	Disp	Ten	Received	Caller								
		Code	Complaint	Address	Unit Time							
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611321												
	1015		06/10/2020	00:00:30	LITO'S CUTTING SERVICE							
	RPT	XS	487		2485 E VERNON AV, VERNON				Department VPD	OCA Number CR20200913	RMS Juris CA0197300	
	VS											
				VPD	VILLEGAS,RICHA		*XS	00:01:02	00:08:47		02:07:19	02:52:33
				VPD	VASQUEZ,LUIS		26		00:10:58		02:39:18	
				VPD	SWINFORD,PHILL		31W	01:01:08	01:04:32		02:43:08	
				VPD	GODOY,RAYMON		38E	02:39:27	00:11:14		02:39:44	
20200611334												
	RPT		06/10/2020	07:48:53	ROGERS POULTRY				Department VPD	OCA Number CR20200914	RMS Juris CA0197300	
			484R		5050 S SANTA FE AV, VERNON							
				VPD	RAMOS,JOSE		*43	07:51:06			07:56:17	
				VPD	ZOZAYA,OSCAR/I		31W			07:56:15		10:17:05
20200611337												
	NCE		06/10/2020	11:07:21	EMPLOYEE JESSIE				Department VPD	OCA Number CR20200915	RMS Juris CA0197300	
	RPT		925		3308 BANDINI BL, VERNON							
				VPD	ZOZAYA,OSCAR/I		*31W	11:09:53	11:16:04		12:10:39	11:22:53
				VPD	VALENZUELA,FEI		26E	11:25:05	11:13:01		12:11:17	11:22:52
				VPD	RAMOS,JOSE		43	11:09:55	11:15:24		12:10:46	11:22:53
20200611338												
	RPT		06/10/2020	11:44:55	LA BRAND				Department VPD	OCA Number CR20200916	RMS Juris CA0197300	
			GTAR		4726 LOMA VISTA AV, VERNON							
				VPD	RAMOS,JOSE		*43	12:10:48			12:11:24	
				VPD	VALENZUELA,FEI		26E		12:11:23	12:12:25		13:23:32
20200611339												
	RPT		06/10/2020	11:58:36	JUMBO SALES				Department VPD	OCA Number CR20200917	RMS Juris CA0197300	
			484R		3001 BANDINI BL, VERNON							
				VPD	ZOZAYA,OSCAR/I		*31W	12:10:42	12:16:28			13:01:13
20200611340												

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/10/2020

Last Date: 06/10/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611340													
	RPT		06/10/2020	13:25:34			MARIA ELENA PORTILLO						
			20001R				E 37TH // SOTO, VERNON						
				VPD	ZOZAYA,OSCAR/I		*31W			13:26:59		13:27:23	
				VPD	RAMOS,JOSE		43			13:27:21			14:33:56
20200611360													
	RPT		06/10/2020	20:44:45			UPS						
			FOUND				3333 DOWNEY RD, VERNON						
				VPD	GODOY,RAYMON		*38E	20:46:13	20:46:33	20:56:36		21:07:01	
				VPD	OURIQUE,CARLO		41			20:56:40			21:07:21
20200611367													
	RPT		06/10/2020	22:41:14			RITE WAY MEAT PACKERS						
			487R				5151 ALCOA AV, VERNON						
				VPD	GODOY,RAYMON		*38E	22:43:18	22:43:22			22:43:44	
				VPD	OURIQUE,CARLO		41		22:43:42	22:51:51			23:04:16

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/11/2020

Jurisdiction: VERNON

Last Date: 06/11/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611372													
	RPT		06/11/2020	00:16:15		LINEAGE SERVICES							
		487R				4901 BANDINI BL, VERNON			Department	OCA Number	RMS Juris		
				VPD	OURIQUE,CARLO	*41		00:19:17	00:29:00			01:15:30	
20200611379													
	RPT		06/11/2020	06:03:48		OWENS BROCKWAY			Department	OCA Number	RMS Juris		
		GTAR				2901 FRUITLAND AV, VERNON			VPD	CR20200922	CA0197300		
				VPD	GODOY,RAYMON	*38E	06:09:28	06:09:29	06:12:55			07:01:19	
20200611387													
	RPT		06/11/2020	08:53:21		FARM FRESH TO YOU			Department	OCA Number	RMS Juris		
		459VR				5837 S DISTRICT BL, VERNON			VPD	CR20200923	CA0197300		
				VPD	NEWTON,TODD/A	*31E	08:59:13	09:00:08	09:09:43			09:44:09	
20200611389													
	RPT		06/11/2020	09:48:56					Department	OCA Number	RMS Juris		
		MISPLOCATE				2011 E 27TH, VERNON			VPD	CR20200924	CA0197300		
				VPD	CERDA,EUGENIO	*43	09:52:53	09:52:57	09:55:23			16:56:56	
				VPD	NEWTON,TODD/A	31E	09:52:54	09:52:59	09:59:24		10:36:04		
				VPD	GAYTAN,LORENZ	5D31			10:01:38		10:36:01		
20200611396													
	RPT		06/11/2020	13:59:36					Department	OCA Number	RMS Juris		
		902T				2300 E 52D, VERNON			VPD	CR20200925	CA0197300		
				VPD	NEWTON,TODD/A	*31E	14:03:09	14:03:11	14:12:45			15:27:09	
20200611400													
	RPT		06/11/2020	15:33:53		VERIZON WIRELESS 1-800-451-5242			Department	OCA Number	RMS Juris		
		20002R				S ATLANTIC BL // BANDINI BL, VERNON			VPD	CR20200926	CA0197300		
				VPD	NEWTON,TODD/A	*31E	15:52:48	15:52:49	16:08:15			16:48:10	
20200611401													

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/11/2020

Jurisdiction: VERNON

Last Date: 06/11/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611401														
	RPT		06/11/2020	15:37:21		UNITED STEEL FENCE								
		GTAR				3451 E 26TH, VERNON								
				VPD	ZOZAYA,OSCAR/I	*32W	16:03:19	16:03:20	16:15:51					16:49:49
										Department VPD	OCA Number CR20200927	RMS Juris CA0197300		
20200611405														
	RPT		06/11/2020	18:59:52										
	CITY		594R			4305 S SANTA FE AV, VERNON								
				VPD	CERDA,PAUL,JR	*40W								19:06:34
									18:59:52					
										Department VPD	OCA Number CR20200928	RMS Juris CA0197300		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/12/2020

Last Date: 06/12/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611431													
	RPT		06/12/2020	01:15:47									
	RPT		PATCK				2750 S ALAMEDA, VERNON						
								Department VPD VPD	OCA Number CR20200930 CR20200931	RMS Juris CA0197300 CA0197300			
				VPD	OURIQUE,CARLO		*41	01:16:16		01:15:47	03:55:40		
				VPD	MADRIGAL,ALFOI		20E		01:22:51	01:26:36	03:59:06		
				VPD	CERDA,PAUL,JR		40W			01:16:13	03:40:01		
				VPD	ESTRADA,IGNACI		S3			01:22:49	03:16:18		
20200611432													
	RPT		06/12/2020	01:18:55									
	VREC		VCK				AYERS AV // BANDINI BL, VERNON						
				VPD	MADRIGAL,ALFOI		*20E			01:18:55	01:22:44		
				VPD	OURIQUE,CARLO		41		03:55:40	04:00:55	04:57:14		
20200611454													
	RPT		06/12/2020	11:36:09			VEST INC						
			GTAR				6023 ALCOA AV, VERNON						
				VPD	ZOZAYA,OSCAR		*32E	11:40:17	11:40:18	11:56:56	12:25:55		
20200611466													
	RPT		06/12/2020	15:54:39			HP COMMUNITY HOSPITAL						
			MISPLOCATE				2623 SLAUSON AV, VERNON						
				VPD	ZOZAYA,OSCAR		*32E		15:54:39	16:13:01	16:41:47		
20200611469													
	RPT		06/12/2020	17:09:30			PAPA CANTELLAS						
			GTAR				3341 E 50TH, VERNON						
				VPD	ZOZAYA,OSCAR		*32E	17:15:45	17:15:45		17:16:52		
				VPD	CERDA,EUGENIO		43W		17:16:51	17:25:07	17:53:46		
20200611478													
	RPT		06/12/2020	20:58:07			T-MOBILE (877) 653-7911						
			902T				S ATLANTIC BL // BANDINI BL, VERNON						
								Department VPD	OCA Number CR20200935	RMS Juris CA0197300			

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/12/2020

Jurisdiction: VERNON

Last Date: 06/12/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611478												
	RPT	06/12/2020	20:58:07	T-MOBILE (877) 653-7911								
		902T		S ATLANTIC BL // BANDINI BL, VERNON								
			VPD	LUCAS,JASON	*32E	20:59:12	20:59:38	21:04:55				22:38:04
			VPD	MADRIGAL,ALFOI	20W		21:00:21	21:04:58			21:34:46	
			VPD	ESTRADA,IGNACI	S3			21:06:01			21:26:03	
20200611483												
	RPT	06/12/2020	22:50:38	STEVE								
		902TR		2820 S SOTO, VERNON								
			VPD	LUCAS,JASON	*32E	22:53:26	22:53:51	22:56:23				23:59:53
			VPD	MADRIGAL,ALFOI	20W			22:55:06				23:59:52

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/13/2020

Jurisdiction: VERNON

Last Date: 06/13/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611489												
	1015		06/13/2020	00:42:44								
	RPT		PEDCK		2068 E 37TH, VERNON							
				VPD	LUCAS,JASON	*32E		00:42:44			01:44:41	
				VPD	MADRIGAL,ALFOI	20W		00:42:48				01:54:14
20200611506												
	VREC		06/13/2020	11:02:21								
			REC		5685 ALCOA AV, VERNON							
				VPD	REDONA,BRYAN	*26E		11:02:21				11:37:20
					USTOW	US TOW	11:15:11	11:16:12	11:28:11			11:37:20
20200611507												
	1015		06/13/2020	11:03:25	JDM TRUST MOTORS							
	CITE		602		3716 S ALAMEDA, VERNON							
	RPT											
				VPD	DOCHERTY,MICH	*43W	11:04:52	11:05:22	11:11:57			12:11:45
				VPD	NEWTON,TODD/A	31	11:18:13	11:18:14	11:21:29			12:11:45

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/14/2020

Jurisdiction: VERNON

Last Date: 06/14/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611575															
	VREC		06/14/2020	16:26:16	US TOW										
			LOCATE		2401 SANTA FE, VERNON										
				VPD	RECORDS BUREAU	*RECD				16:30:43					16:49:27
20200611585															
	1015		06/14/2020	20:33:29	PRIVY INC										
	RPT		484		2110 E 37TH, VERNON										
	FI														
	SOW														
				VPD	FINO,MARCUS	*26W	20:35:26	20:36:01	20:38:07						21:57:21
				VPD	VILLEGAS,RICHARD	32E		20:36:22	20:39:37						21:57:22
				VPD	GODOY,RAYMON	38	20:35:27	20:35:42	20:37:57						21:57:22
				VPD	ESTRADA,IGNACIO	S3		20:42:59	20:45:53				21:37:20		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/15/2020

Jurisdiction: VERNON

Last Date: 06/15/2020

Call Number		Disp	Ten	Received	Caller	Unit Time							
			Code	Complaint	Address	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611610													
	RPT		06/15/2020	06:10:19									
	VS		902T		3768 BANDINI BL, VERNON					Department VPD	OCA Number CR20200941	RMS Juris CA0197300	
				VPD	VILLEGAS,RICHA	*32E	06:11:13	06:11:44	06:17:20				07:04:05
				VPD	GODOY,RAYMON	38			06:18:24			06:53:00	
					MR C TOW	MR C TO	06:20:46	06:21:27	06:31:40			06:51:05	
20200611619													
	RPT		06/15/2020	08:27:04	WEST COAST CLOSEOUT					Department VPD	OCA Number CR20200942	RMS Juris CA0197300	
			484R		4519 EVERETT AV, VERNON								
				VPD	OURIQUE,CARLO	*31	08:33:51	08:33:51	08:38:34			09:04:27	
20200611622													
	RPT		06/15/2020	08:57:27	PRIVY INC					Department VPD	OCA Number CR20200943	RMS Juris CA0197300	
	Rept	31	487R		2110 E 37TH, VERNON								
				VPD	VALENZUELA,FEI	*41W	08:58:51					09:00:13	
				VPD	OURIQUE,CARLO	31		09:04:32	09:20:53				11:18:26
				VPD	MARTINEZ,GABRI	S5		09:35:07				10:05:51	
20200611633													
	RPT		06/15/2020	12:57:34	SHOSHO FASHION					Department VPD	OCA Number CR20200945	RMS Juris CA0197300	
			487R		3155 LEONIS BL, VERNON								
				VPD	OURIQUE,CARLO	*31		13:04:12	13:25:49			14:15:51	
20200611634													
	RPT		06/15/2020	13:17:02	EUNINA					Department VPD	OCA Number CR20200944	RMS Juris CA0197300	
			A484R		2211 E 27TH, VER								
				VPD	VALENZUELA,FEI	*41W	13:19:52	13:20:23	13:25:29			15:06:25	
				VPD	CAM,PATRICK	40E		13:49:26	13:57:23			15:12:28	
				VPD	MARTINEZ,GABRI	S5			14:24:56			15:05:37	
20200611644													
	RPT		06/15/2020	18:58:32						Department VPD	OCA Number CR20200946	RMS Juris CA0197300	
			WELCK		PACIFIC BL // SANTA FE AV, VERNON								

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/15/2020

Jurisdiction: VERNON

Last Date: 06/15/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611644												
	RPT		06/15/2020	18:58:32								
			WELCK		PACIFIC BL // SANTA FE AV, VERNON							
				VPD	FINO,MARCUS	*26	18:58:53	18:59:23				20:16:30
				VPD	GODOY,RAYMON	38E	19:08:44				19:12:25	
				VPD	VILLEGAS,RICHA	XS		19:05:28			19:23:29	
20200611647												
	RPT		06/15/2020	20:13:02								
			594R		VERNON WELL SITE 20 4755 E DISTRICT BL, VERNON							
				VPD	GODOY,RAYMON	*38E	20:15:26	20:17:40				20:41:06
				VPD	FINO,MARCUS	26	20:16:34	20:25:45			20:39:59	
				VPD	VASQUEZ,LUIS	32W	20:15:28	20:17:41			20:40:02	
				VPD	VILLEGAS,RICHA	XS		20:19:10				20:41:07

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/16/2020

Jurisdiction: VERNON

Last Date: 06/16/2020

Call Number	Disp	Ten	Received	Complaint	Caller	Address	Unit Time					
							Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611661												
	VREC		06/16/2020	04:21:22		CITY WIDE TOW/ LASO EAST LA						
			LOCATE			755 LEONARD ST, LOS ANGELES						
20200611675												
	VREC		06/16/2020	08:52:10								
			REC			E 50TH // ALCOA AV, VERNON						
				VPD	ENCINAS,ANTHOI	*41			08:52:10		09:24:34	
				VPD	OURIQUE,CARLO	31W			09:13:44		10:33:57	
				VPD	ZOZAYA,OSCAR/I	40E	08:52:13	08:57:23	09:03:38		09:24:24	
					USTOW	US TOW	09:54:23	09:54:55	10:14:00		10:52:13	
20200611676												
	RPT		06/16/2020	09:10:19		NAXA ELECTRONICS						
			487R			2320 E 49TH, VERNON						
				VPD	ENCINAS,ANTHOI	*41		09:24:36	09:56:27		09:57:42	
				VPD	OURIQUE,CARLO	31W		11:02:57	11:07:27			12:18:32
20200611677												
	RPT		06/16/2020	09:20:06		IRON MOUNTAIN						
			459VR			6190 S BOYLE AV, VERNON						
				VPD	ZOZAYA,OSCAR/I	*40E		09:24:26	09:28:32			11:15:07
20200611678												
	RPT		06/16/2020	09:50:20								
			901TR			E 25TH // SANTA FE AV, VERNON						
				VPD	ENCINAS,ANTHOI	*41	09:57:46	09:57:47			11:13:06	
20200611679												
	RPT		06/16/2020	10:33:55		PACIFIC DESIGNS INC						
			A487			3228 E 50TH, VERNON						
				VPD	OURIQUE,CARLO	*31W			10:33:57		11:02:53	

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/16/2020

Jurisdiction: VERNON

Last Date: 06/16/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611691														
	RPT		06/16/2020	18:10:39										
		GTAR			S SANTA FE AV // 37TH, VERNON									
			VPD	ZOZAYA,OSCAR/I	*40E	18:14:10	18:15:57	18:19:35				18:44:20		
			VPD	OURIQUE,CARLO	31W		18:19:59	18:23:45						19:02:18
			VPD	VILLEGAS,RICHA	41		18:14:37					18:29:52		
20200611704														
	VI		06/16/2020	20:57:52										
		UNATTACHEDTR			3255 SACO, VERNON									
			VPD	VASQUEZ,LUIS	*32			20:57:52						21:59:25
				MR C TOW	MR C TO		21:07:53	21:19:54						21:59:26

* Denotes Primary Unit

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/17/2020

Last Date: 06/17/2020

Call Number	Disp	Ten Code	Received Complaint	Caller Address	Unit Time									
					Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611731														
	RPT		06/17/2020 487R	08:10:17	SUPERIOR LITHOGRAPHICS 3055 BANDINI BL, VERNON									
							Department VPD	OCA Number 20200611731	RMS Juris CA0197300					
							VPD	20200611731	CA0197300					
							VPD	20200611731	CA0197300					
							VPD	CR20200955	CA0197300					
				VPD	ZOZAYA,OSCAR/I	*31W		08:30:20	08:37:42					09:19:47
20200611733														
	RPT		06/17/2020 487R	09:14:15	JACOB SUPPLIES 2424 E 26TH, VERNON									
							Department VPD	OCA Number CR20200956	RMS Juris CA0197300					
				VPD	RAMOS,JOSE	*32		09:16:20				09:38:40		
				VPD	ZOZAYA,OSCAR/I	31W		09:19:51	09:24:27					10:25:07
20200611734														
	RPT		06/17/2020 902T	09:33:53	RED CHAMBER CO 1912 E VERNON AV, VERNON									
							Department VPD	OCA Number CR20200957	RMS Juris CA0197300					
				VPD	VALENZUELA,FEI	*26E		09:36:48	09:46:44					10:28:56
20200611740														
	1015		06/17/2020	11:32:05										
	RPT		PEDCK		5200 S SOTO, VERNON									
							Department VPD	OCA Number CR20200958	RMS Juris CA0197300					
				VPD	ZOZAYA,OSCAR/I	*31W			11:32:05					12:22:05
20200611747														
	RPT		06/17/2020 314	15:18:57	IRENE ACEDO 2150 E 37TH, VERNON									
							Department VPD	OCA Number CR20200959	RMS Juris CA0197300					
				VPD	ZOZAYA,OSCAR/I	*31W		15:20:24	15:21:51					17:22:59
				VPD	VALENZUELA,FEI	26E	15:20:28		15:24:08			15:40:53		
				VPD	RAMOS,JOSE	32		15:20:26	15:24:03			15:47:34		
				VPD	MARTINEZ,GABRI	S5			15:24:10			15:47:17		
20200611749														

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/17/2020

Jurisdiction: VERNON

Last Date: 06/17/2020

Call Number	Disp	Ten	Received	Caller		Unit Time							
		Code	Complaint	Address		Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611749													
	RPT		06/17/2020	15:45:25	T-MOBILE (877) 653-7911								
			901T		E VERNON AV // SEVILLE AV, VERNON								
				VPD	VALENZUELA,FEI	*26E	15:45:59	15:47:43					16:57:51
				VPD	RAMOS,JOSE	32	15:47:39				16:10:01		
				VPD	MARTINEZ,GABRI	S5		15:47:26					16:57:51
20200611751													
	RPT		06/17/2020	16:05:40	PACIFIC COAST TIRES								
			GTAR		3056 BANDINI BL, VERNON								
				VPD	RAMOS,JOSE	*32	16:13:30	16:19:21					16:53:39

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/18/2020

Jurisdiction: VERNON

Last Date: 06/18/2020

Call Number	Disp	Ten	Received	Caller										
		Code	Complaint	Address	Unit Time									
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp		
20200611779														
	RPT	06/18/2020	07:43:17											
		911A	E 25TH // SANTA FE AV, VERNON				Department	OCA Number	RMS Juris					
			VPD	RAMOS,JOSE	*43	07:48:38	07:48:38				07:49:17			
			VPD	CERDA,EUGENIO	32E		07:49:15	07:59:47				08:50:08		
20200611786														
	RPT	06/18/2020	09:51:37	BON APPETIT										
		487R	4525 E DISTRICT BL, VERNON				Department	OCA Number	RMS Juris					
			VPD	CERDA,EUGENIO	*32E	09:54:16	09:54:25	09:58:07				10:59:08		
20200611789														
	RPT	06/18/2020	10:09:42											
		FOUND	4501 S SANTA FE AV, VERNON				Department	OCA Number	RMS Juris					
			VPD	ZOZAYA,OSCAR/I	*31W	10:14:31	10:14:36	10:20:35				11:01:29		
20200611800														
	RPT	06/18/2020	14:47:11	HARBOR MARINE PROD										
		GTAR	5088 FRUITLAND AV, VERNON				Department	OCA Number	RMS Juris					
			VPD	CERDA,EUGENIO	*32E	14:49:58	14:51:48	15:03:08				16:05:21		
20200611801														
	VREC	06/18/2020	15:25:39											
		LOCATE	2700 NAOMI AVE, LOS ANGELES											
			VPD	DISPATCH	*DISP				15:26:01	15:38:54				
20200611804														
	RPT	06/18/2020	16:01:20	T-MOBILE (877) 653-7911										
		484R	5151 ALCOA AV, VERNON				Department	OCA Number	RMS Juris					
			VPD	RAMOS,JOSE	*43	16:05:25	16:05:36				16:05:57			
			VPD	CERDA,EUGENIO	32E		16:05:55	16:10:46				16:55:28		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/19/2020

Jurisdiction: VERNON

Last Date: 06/19/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611832														
	VREC		06/19/2020	04:53:46	HPPD									
			LOCATE		PACIFIC BL // 52D, VERNON									
				VPD	RECORDS BUREAU	*RECD				05:14:31				05:14:40
20200611847														
	RPT		06/19/2020	12:36:07	SUPERIOR LITHOGRAPHICS									
			AGTAR		3055 BANDINI BL, VERNON									
				VPD	OURIQUE,CARLO	*31E		12:38:14	12:57:44				13:53:22	
				VPD	NEWTON,TODD/A	41		13:02:32	13:06:39				13:53:16	
20200611855														
	RPT		06/19/2020	14:28:36	UNITED FINISHING APPAREL									
			AGTAR		5111 HAMPTON, VERNON									
				VPD	OURIQUE,CARLO	*31E		14:30:37	14:34:08					14:56:18
				VPD	NEWTON,TODD/A	41		14:40:56	14:45:03				14:48:09	
20200611860														
	RPT		06/19/2020	15:25:53	BLACK BIRD DESIGN									
			AGTAR		2111 ANDERSON, VERNON									
				VPD	NEWTON,TODD/A	*41		15:36:47	15:48:02					16:30:46
20200611862														
	RPT		06/19/2020	16:03:10	GARMENT LINE									
			653MR		3222 E WASHINGTON BL, VERNON									
				VPD	CERDA,EUGENIO	*43W		16:18:33					16:21:43	
				VPD	OURIQUE,CARLO	31E		16:27:27	16:31:52					17:45:30
20200611864														
	RPT		06/19/2020	16:21:58	T-MOBILE (877) 653-7911									
			20002R		CUDAHY // DISTRICT, VERNON									
				VPD	NEWTON,TODD/A	*41		16:31:10	16:48:29					17:43:39
20200611881														

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/19/2020

Jurisdiction: VERNON

Last Date: 06/19/2020

Call Number	Disp	Ten	Received	Caller									
		Code	Complaint	Address	Unit Time								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611881													
	VI		06/19/2020	22:44:34									
	RPT		VCK	BANDINI BL // ATLANTIC BL, VERNON									
				VPD	MANNINO,NICHOI	*20E			22:44:34			23:18:46	
				VPD	STEVENSON,KEN	22		22:44:43	22:52:34		23:07:47		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/20/2020

Last Date: 06/20/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200611920													
	RPT		06/20/2020	16:48:24			DOWNTOWN WHOLESALERS						
			GTAR				5899 DOWNEY RD, VERNON						
				VPD	REDONA,BRYAN		*31E	16:51:22	16:51:23	16:56:38			18:12:28
20200611922													
	FI		06/20/2020	19:26:59									
	SOW		HBC				HAMPTON // FRUITLAND AV, VERNON						
	ADV												
	PAWC												
	RPT												
	NRD												
				VPD	MANNINO,NICHOI		*20W			19:26:59			21:07:28
				VPD	MADRIGAL,ALFOI		38E		19:28:03	19:31:23			21:07:29
				VPD	LUCAS,JASON		40		19:27:03	19:31:18		19:55:30	21:07:29
				VPD	ESTRADA,IGNACI		S3		20:14:40	20:18:58		20:45:02	
20200611934													
	VI		06/20/2020	22:14:50			CARLA CHAVEZ SERRANO						
	RPT		DUI				E 46TH // BOYLE AV, VERNON						
				VPD	MADRIGAL,ALFOI		*38E		22:17:27	22:17:32		23:35:40	
				VPD	MANNINO,NICHOI		20W			22:21:32		23:35:13	
				VPD	LUCAS,JASON		40			22:17:37		22:46:40	
					MR C TOW		MR C TO	23:08:11	23:08:12	23:15:47			23:39:58

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/21/2020

Jurisdiction: VERNON

Last Date: 06/21/2020

Call Number		Disp	Ten	Received	Caller										
				Code	Complaint	Address	Unit Time								
					Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp	
20200611954															
		VREC		06/21/2020	08:05:23										
		RPT		REC		5600 ALCOA AV, VERNON									
					VPD	OURIQUE,CARLO	*41			08:05:23			08:45:51		
						MR C TOW	MR C TO	08:21:02	08:21:41	08:27:55			08:38:45		
20200611960															
		RPT		06/21/2020	10:15:54	JOE K RESTAURANT									
		Rept	41	594R		2601 S SOTO, VERNON									
					VPD	DOCHERTY,MICH	*43W	10:17:54					10:19:30		
					VPD	OURIQUE,CARLO	41		10:19:27	10:41:26				11:44:06	
20200611972															
		RPT		06/21/2020	16:28:38	LA METRO									
		Rept	41	594R		2950 E VERNON AV, VERNON									
					VPD	DOCHERTY,MICH	*43W	16:29:57					16:41:25		
					VPD	OURIQUE,CARLO	41		16:30:52	16:33:54				17:05:58	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/22/2020

Jurisdiction: VERNON

Last Date: 06/22/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200611994												
	RPT	06/22/2020	01:08:08	L A CLOSEOUT INC								
		459		5526 S SOTO, VERNON								
			VPD	GODOY,RAYMON	*38E	01:10:09	01:10:09	01:13:23				02:38:17
			VPD	FINO,MARCUS	26W		01:10:41	01:13:30			02:20:37	
			VPD	VILLEGAS,RICHA	31	01:10:11	01:10:11	01:14:13				02:38:17
			VPD	ESTRADA,IGNACI	S3			01:15:22			01:45:37	
20200612018												
	RPT	06/22/2020	08:46:33	J AND K								
		594R		2627 S SOTO, VERNON								
			VPD	RAMOS,JOSE	*40W	08:49:26	08:54:17				08:55:56	
			VPD	OURIQUE,CARLO	41		08:55:53	09:00:12				09:15:53
20200612024												
	RPT	06/22/2020	10:33:22	RECYCLE YARD								
		484R		2221 E 55TH, VERNON								
			VPD	RAMOS,JOSE	*40W		10:35:18	10:42:18				11:04:57
20200612025												
	RPT	06/22/2020	10:48:00	VERNON PALLETS								
		925		1875 E 27TH, VERNON								
			VPD	OURIQUE,CARLO	*41	10:49:12		10:54:35				11:23:02
			VPD	CAM,PATRICK	32E	10:49:13		11:06:03				11:23:01
20200612026												
	RPT	06/22/2020	10:54:58	AMERIPRIDE								
		459VR		5950 ALCOA AV, VERNON								
			VPD	CAM,PATRICK	*32E	11:23:10	11:23:39	11:31:40				12:37:19
20200612027												
	RPT	06/22/2020	11:14:36	I WOOD DESIGN INC								
		594R		4425 E 49TH, VERNON								
			VPD	OURIQUE,CARLO	*41	11:23:05	11:23:24	11:31:44				12:06:48

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/22/2020

Jurisdiction: VERNON

Last Date: 06/22/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612037															
	RPT		06/22/2020	14:02:25	VERIZON WIRELESS 1-800-451-5242										
			20002		3155 LEONIS BL, VERNON										
				VPD	RAMOS,JOSE	*40W	14:03:14	14:06:54		14:07:26					14:54:47
				VPD	CAM,PATRICK	32E				14:07:34				14:35:50	
				VPD	OURIQUE,CARLO	41				14:10:48					14:54:47
				VPD	ENCINAS,ANTHOI	XS		14:03:52		14:04:53					14:54:47

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/23/2020

Jurisdiction: VERNON

Last Date: 06/23/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612071												
	RPT	06/23/2020	06:01:36	ELSA								
	MET	SRMET		E DISTRICT BL // LOMA VISTA AV, VERNON								
			VPD	FINO,MARCUS	*26E	06:03:05	06:03:57					08:15:08
			VPD	VILLEGAS,RICHA	31	06:03:06	06:10:17				06:55:49	
			VPD	MADRIGAL,ALFOI	38W	06:04:20	06:09:00				06:55:46	
20200612085												
	VI	06/23/2020	10:13:15	ROGER								
		917A		S INDIANA // BANDINI BL, VERNON								
			VPD	ZOZAYA,OSCAR/I	*40W	10:14:51	10:22:20					12:19:35
			VPD	OURIQUE,CARLO	41		10:33:52					12:19:36
			VPD	ESCOBEDO,ALEX	5D33		11:30:01				11:55:32	
			VPD	MARTINEZ,GABRI	S5	10:34:14	11:27:52					12:19:36
20200612096												
	RPT	06/23/2020	13:28:33	CINDY								
		902T		S ATLANTIC BL // BANDINI BL, VERNON								
			VPD	CAM,PATRICK	*32E	13:29:48	13:34:36	13:37:24				14:23:37
20200612099												
	RPT	06/23/2020	14:32:22									
	MET	SRMET		2501 S SANTA FE AV, VERNON								
			VPD	ZOZAYA,OSCAR/I	*40W		14:32:22					17:40:10
			VPD	CAM,PATRICK	32E	14:33:02	14:36:39				15:44:41	
			VPD	MARTINEZ,GABRI	S5		14:48:03				15:46:46	
20200612103												
	RPT	06/23/2020	15:43:02	SPRINT 866-398-3284								
	OR	901TR		E WASHINGTON BL // DOWNEY RD, VERNON								
			VPD	OURIQUE,CARLO	*41	15:44:06	15:46:41	16:04:57			16:43:23	
			VPD	CAM,PATRICK	32E		15:44:41	15:46:20			16:19:34	
			VPD	MARTINEZ,GABRI	S5			15:50:48				16:46:02

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/23/2020

Jurisdiction: VERNON

Last Date: 06/23/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200612104												
	RPT		06/23/2020	15:57:06			BODY COTE					
			484R				2900 S SUNOL DR, VERNON					
				VPD		CAM,PATRICK		*32E		16:19:49	16:29:14	
												17:11:32
20200612106												
	RPT		06/23/2020	16:34:43			MINKY TRADING					
			487R				2319 E 37TH, VERNON					
				VPD		OURIQUE,CARLO		*41		17:04:11		17:36:36
20200612107												
	RPT		06/23/2020	17:12:25			C JAM INDUSTRIES					
	RPT		ASSISTFD				2266 E 38TH, VERNON					
				VPD		CAM,PATRICK		*32E		17:15:18	17:16:12	18:56:38
				VPD		ZOZAYA,OSCAR/I		40W			18:00:45	18:22:08
				VPD		OURIQUE,CARLO		41		17:36:40	18:05:58	18:06:19
				VPD		MARTINEZ,GABRI		S5		17:28:46	17:30:16	18:32:37
												19:41:45
												18:56:39
20200612118												
	RPT		06/23/2020	21:59:37			LA DOLLAR WORLD					
			459A				2459 E VERNON AV, VERNON					
				VPD		SWINFORD,PHILL		*43W	22:00:44	22:01:07	22:04:05	23:26:36
				VPD		GODOY,RAYMON		38	22:00:46	22:01:09	22:17:07	22:01:57
				VPD		CERDA,PAUL,JR		40E		22:11:14	22:20:27	22:34:59
				VPD		HERRERA,GUSTA		S6		22:01:52	22:02:26	23:26:37

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/24/2020

Jurisdiction: VERNON

Last Date: 06/24/2020

Call Number	Disp	Ten	Received	Code	Complaint	Caller	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200612127												
	RPT		06/24/2020	05:00:06								
	1015		PEDCK			4305 S SANTA FE AV, VERNON				Department VPD	OCA Number CR20200995	RMS Juris CA0197300
				VPD	PEREZ,NICK		*L2			05:00:09		05:25:24
				VPD	GODOY,RAYMON		38			05:10:24		06:06:22
				VPD	SWINFORD,PHILL		43W	05:00:11		05:01:26		06:40:38
				VPD	HERRERA,GUSTAF		S6			05:35:32		06:06:20
20200612146												
	RPT		06/24/2020	12:19:32		KIMMY VALENTINE						
			459R			1901 E 55TH, VERNON				Department VPD	OCA Number CR20200996	RMS Juris CA0197300
				VPD	FLORES,TERESA		*44	12:23:18				12:53:21
				VPD	RAMOS,JOSE		40W	12:23:41	12:27:55			13:31:45
				VPD	ENCINAS,ANTHONI		43	12:53:23				13:31:46
20200612149												
	VREC		06/24/2020	13:08:00		LASD AIR 11						
			REC			2288 E 27TH, VERNON				Department VPD	OCA Number CR20200998	RMS Juris CA0197300
				VPD	FLORES,TERESA		*44	13:08:16	13:26:39			13:58:27
				VPD	VALENZUELA,FEI		32E	13:10:59	13:12:01			13:17:18
20200612150												
	RPT		06/24/2020	13:15:40		SPRINT 866-398-3284						
			594R			3737 S SOTO, VERNON				Department VPD	OCA Number CR20200997	RMS Juris CA0197300
				VPD	VALENZUELA,FEI		*32E	13:17:21	13:22:09			13:38:54
				VPD	RAMOS,JOSE		40W		13:31:53			13:49:12
				VPD	SOUSA,ROBERTO		C2		13:19:19			13:43:01
				VPD	PEREZ,NICK		L2		13:19:02			13:42:59
20200612155												
	RPT		06/24/2020	13:58:51		JC KOOLER						
			459VR			4724 E 26TH, VERNON				Department VPD	OCA Number CR20200999	RMS Juris CA0197300
				VPD	CERDA,EUGENIO		*31	14:20:56	14:21:15			14:21:50

VERNON POLICE DEPARTMENT
Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/24/2020

Last Date: 06/24/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time					
								Dep	Officer	Unit	Dispatch	Enroute	OnScene
20200612155													
	RPT		06/24/2020	13:58:51		JC KOOLER							
			459VR			4724 E 26TH, VERNON							
				VPD	VALENZUELA,FEI		32E		14:21:47	14:26:43			15:17:49
20200612157													
	RPT		06/24/2020	14:24:08		GT LIVING FOOD							
			GTAR			4415 BANDINI BL, VERNON							
				VPD	CERDA,EUGENIO		*31	14:24:51		14:57:10			15:19:34
20200612158													
	SUP		06/24/2020	14:25:07		SOOFER							
			140			2828 S ALAMEDA, VERNON							
				VPD	CERDA,EUGENIO		*31		15:19:45	15:39:08			15:48:32
20200612159													
	RPT		06/24/2020	14:54:22		BAKER COMMODITIES							
	RPT		487R			4037 BANDINI BL, VERNON							
				VPD	VALENZUELA,FEI		*32E	15:18:49	15:19:00	15:39:10			16:23:04
20200612164													
	1015		06/24/2020	17:42:28									
	RPT		PATCK			5610 ALCOA AV, VERNON							
				VPD	STEVENSON,KEN		*22			17:42:28			18:41:29
				VPD	VALENZUELA,FEI		32E		17:46:08	17:51:55			18:37:53

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/25/2020

Jurisdiction: VERNON

Last Date: 06/25/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612181															
	VREC		06/25/2020	05:12:23	CHP-ELA										
			LOCATE		710 FWY // FLORAL, VERNON										
				VPD	RECORDS BUREAU	*RECD				05:12:59					05:24:46
20200612182															
	RPT		06/25/2020	05:35:56	BAKERY DEPO										
			487R		4489 BANDINI BL, VERNON										
				VPD	STEVENSON,KEN	*22E	05:38:39	05:38:40	05:48:04				05:44:00		06:26:38
				VPD	CERDA,PAUL,JR	41W		05:38:49	05:43:58						06:26:38
20200612194															
	RPT		06/25/2020	09:28:00	MCDONALD'S										
			901T		3737 S SOTO, VERNON										
				VPD	CERDA,EUGENIO	*32W	09:30:06	09:30:25	09:33:36						10:43:44
20200612199															
	VREC		06/25/2020	12:27:48											
			LOCATE		680 MOULTON ST, LOS ANGELES										
				VPD	DISPATCH	*DISP				12:29:25					12:45:33
20200612201															
	RPT		06/25/2020	13:10:52	EL CAMINO REAL FOODS										
			GTAR		4420 SEVILLE AV, VERNON										
				VPD	ZOZAYA,OSCAR/I	*40E	13:16:26	13:16:27	13:16:41				13:18:13		
				VPD	CERDA,EUGENIO	32W				13:18:12					14:29:55

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/26/2020

Jurisdiction: VERNON

Last Date: 06/26/2020

Call Number	Disp	Ten	Received	Code	Complaint	Caller	Address	Unit Time						
								Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart
20200612223														
	RPT		06/26/2020	01:14:39		ESMERALDA								
			GTAR			2600 E 28TH, VERNON								
				VPD	VALENZUELA,FEI		*31W	01:22:10	01:22:32	01:29:41				03:00:29
20200612224														
	RPT		06/26/2020	01:42:46										
	VS		VCK			FRUITLAND AV // PACIFIC BL, VERNON								
	VREC													
				VPD	HERRERA,GUST#		*S6			01:42:46			02:33:00	
				VPD	LUCAS,JASON		22E		01:43:17	01:44:50				03:00:18
				VPD	CERDA,PAUL,JR		41			01:46:52				03:00:20
					MR C TOW		MR C TO	02:08:54	02:08:55	02:19:44				03:00:21
20200612229														
	VREC		06/26/2020	04:54:42		CHP BALDWIN PARK								
			LOCATE			10 FRWY // VINCENT, VERNON								
				VPD	RECORDS BUREAU		*RECD			05:04:35				05:04:46
20200612238														
	RPT		06/26/2020	07:18:52		WEST COAST DIST								
			594R			2602 E 37TH, VERNON								
				VPD	DOCHERTY,MICH		*43W	07:23:03	07:23:03	07:32:45				07:48:08
20200612239														
	VREC		06/26/2020	08:04:09										
			LOCATE			E 16TH ST // ESPERANZA ST, LOS ANGELES								
				VPD	DISPATCH		*DISP			08:11:14				08:49:00
20200612242														
	RPT		06/26/2020	09:09:23		JUCO INC								
			484R			2164 E 25TH, VERNON								
				VPD	NEWTON,TODD/A		*32	09:13:04	09:13:05	09:23:28				09:53:27

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/26/2020

Jurisdiction: VERNON

Last Date: 06/26/2020

Call Number	Disp	Ten	Received	Caller										
		Code	Complaint	Address	Unit Time									
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp		
20200612244														
	RPT	06/26/2020	09:42:23	R PLANT EARTH										
		459R		3200 FRUITLAND AV, VERNON										
			VPD	CERDA,EUGENIO	*40E	09:44:10	09:44:15	09:53:40			10:03:07			
			VPD	NEWTON,TODD/A	32			09:59:49			10:03:02	10:58:00		
20200612246														
	RPT	06/26/2020	10:03:21	USA										
		GTAR		4697 E 48TH, VERNON										
			VPD	CERDA,EUGENIO	*40E	10:08:15	10:08:16	10:08:32				10:43:06		
20200612258														
	RPT	06/26/2020	13:22:13	JOSE CRISTINO										
		902T		BANDINI BL // SOTO, VERNON										
			VPD	CERDA,EUGENIO	*40E	13:23:56	13:23:57	13:26:05				14:42:38		
20200612265														
	RPT	06/26/2020	17:34:53	UNKNOWN										
		459VR		5107 S DISTRICT BL, VERNON										
			VPD	CERDA,EUGENIO	*40E	17:37:09	17:37:09	17:37:33				18:35:38		
20200612266														
	RPT	06/26/2020	17:56:05	RELIANCE STEEL										
		20002R		2537 E 27TH ST, VERNON										
			VPD	DOCHERTY,MICH	*43W	18:02:02	18:02:04	18:02:05				18:49:14		
20200612267														
	VREC	06/26/2020	18:06:45											
		LOCATE		LUGOT ST // S SOTO ST, LOS ANGELES										
			VPD	DISPATCH	*DISP			18:08:31				18:49:31		
20200612272														
	RPT	06/26/2020	18:54:13	MAKESPACE										
		484		5275 S DISTRICT BL, VERNON										

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/26/2020

Jurisdiction: VERNON

Last Date: 06/26/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612272														
	RPT		06/26/2020	18:54:13	MAKESPACE									
			484		5275 S DISTRICT BL, VERNON									
				VPD		*26	18:56:48	18:56:49	19:10:03					19:34:40
				VPD		20W	18:56:57	18:56:59				19:01:34		

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/27/2020

Jurisdiction: VERNON

Last Date: 06/27/2020

Call Number	Disp	Ten	Received	Code	Complaint	Caller	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200612297												
	RPT		06/27/2020	02:11:16		UNK						
			20001			E VERNON AV // HAWTHORNE AV, VERNON						
				VPD	MANNINO,NICHOI		*20W		02:11:50	02:12:32		05:50:21
				VPD	LUCAS,JASON		26		02:11:55	02:12:43	04:18:22	
				VPD	GODOY,RAYMON		38E			02:14:03	03:43:01	
				VPD	HERNANDEZ,EDV		5D32			04:28:55	05:43:46	
				VPD	VELEZ,MARISSA		5D34			04:28:55	05:43:44	
				VPD	ESTRADA,IGNACI		S3		02:14:12	02:18:05		05:50:22
20200612298												
	OR		06/27/2020	02:43:50		RUSS						
	VS		902T			S SOTO // BANDINI BL, VERNON						
	RPT											
				VPD	LUCAS,JASON		*26	02:44:39	02:44:40	02:48:43	03:45:10	
					USTOW		US TOW	03:14:03	03:14:03	03:20:09	03:45:06	
20200612300												
	1015		06/27/2020	03:42:59								
	VI					E VERNON AV // HAWTHORNE AV, VERNON						
	RPT											
				VPD	GODOY,RAYMON		*38E			03:43:02		05:41:48
				VPD	LUCAS,JASON		26	04:18:22	04:21:52		05:00:12	
				VPD	HERNANDEZ,EDV		5D32			04:28:58	05:40:10	
				VPD	VELEZ,MARISSA		5D34			04:28:55	05:40:05	
					MR C TOW		MR C TO	03:49:23	03:49:24	04:03:05	04:56:31	
20200612316												
	1015		06/27/2020	09:02:21		RHG USA						
	RPT		459			2833 LEONIS BL, VERNON S/A 208						
				VPD	REDONA,BRYAN		*31E	09:03:47	09:03:53	09:13:25	11:11:48	
				VPD	NEWTON,TODD/A		32		09:05:38	09:07:28		12:38:11
				VPD	DOCHERTY,MICH		43W	09:03:49	09:03:54	09:06:38	10:20:21	
				VPD	HERNANDEZ,EDV		5D32		09:58:48	10:03:37	11:12:52	

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/27/2020

Jurisdiction: VERNON

Last Date: 06/27/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612316												
1015		06/27/2020	09:02:21	RHG USA								
RPT		459		2833 LEONIS BL, VERNON S/A 208								
			VPD	VELEZ,MARISSA	5D34	09:58:50	10:03:39				11:12:54	
			VPD	SANTOS,DANIEL	S2	09:12:48	09:36:48				11:11:49	
20200612318												
RPT		06/27/2020	09:21:49	FARHAN ENTERPRISES								
		594R		2916 S SANTA FE AV, VERNON								
			VPD	DOCHERTY,MICH	*43W	10:20:22	10:20:23	10:34:47				11:22:41
20200612324												
RPT		06/27/2020	13:07:29	BLACKSTEIN INDUSTRIAL ELECTRICAL								
		594R		5005 E SLAUSON AV, VERNON								
			VPD	REDONA,BRYAN	*31E	13:09:01	13:09:02	13:16:51				13:37:14
20200612331												
RPT		06/27/2020	15:16:36	VERNON POLICE DEPT								
		920PR		S SANTA FE AV // VERNON AV, VERNON								
			VPD	DOCHERTY,MICH	*43W	15:18:51	15:18:52	15:26:00				15:54:30
20200612332												
RPT		06/27/2020	16:17:31	PADDED WAGON OF CALIFORNIA THE								
		273.5		4329 BANDINI BL, VERNON								
			VPD	REDONA,BRYAN	*31E	16:18:22	16:18:53	16:25:05			17:39:10	
			VPD	NEWTON,TODD/A	32	16:18:23	16:18:55	16:32:28			16:38:32	
			VPD	DOCHERTY,MICH	43W	16:18:25	16:18:56	16:22:57			18:25:21	
20200612333												
RPT		06/27/2020	16:27:57	LA CURACAO								
		459R		4444 AYERS AV, VERNON								
			VPD	NEWTON,TODD/A	*32	16:40:30	16:40:32	16:44:16				17:17:40
20200612344												

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/27/2020

Jurisdiction: VERNON

Last Date: 06/27/2020

Call Number	Disp	Ten	Received	Caller	Unit Time									
		Code	Complaint	Address	Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612344														
	1098		06/27/2020	19:42:41										
	VREC		DET		2234 WILMA AVE, COMMERCE									
				VPD	ESCOBEDO,ALEX	*5D33		19:42:46		19:55:53				22:05:03
				VPD	REYNA,JOSE S	5D23		19:43:14		19:55:55				22:05:03
20200612356														
	RPT		06/27/2020	22:30:57										
			PATCK		2601 S SOTO, VERNON									
				VPD	ESTRADA,IGNACI	*S3		22:30:57		22:34:33				23:53:15
				VPD	MANNINO,NICHOI	20W		22:31:19		22:32:33				23:53:15
				VPD	MADRIGAL,ALFOI	26		22:31:21		22:41:02			23:28:51	
				VPD	GODOY,RAYMON	38E		22:31:22		22:34:30			22:36:02	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/28/2020

Jurisdiction: VERNON

Last Date: 06/28/2020

Call Number	Disp	Ten	Received	Caller		Unit Time									
		Code	Complaint	Address		Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612362															
	VS		06/28/2020	01:07:35											
	RPT		VCK		E 46TH // SOTO, VERNON										
				VPD	MADRIGAL,ALFOI		*26				01:07:35				01:39:59
					USTOW		US TOW	01:21:12	01:21:12	01:32:26					01:40:00
20200612394															
	RPT		06/28/2020	23:14:54	KYLE										
			SUICIDAL SUB		4305 S SANTA FE AV, VERNON										
				VPD	VILLEGAS,RICHA		*26W		23:16:27	23:18:49					
				VPD	MANNINO,NICHOI		20E			23:20:32				23:43:06	
				VPD	GODOY,RAYMON		38		23:16:29	23:18:50				23:43:08	

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/29/2020

Jurisdiction: VERNON

Last Date: 06/29/2020

Call Number	Disp	Ten	Received	Caller	Code	Complaint	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200612408												
	RPT		06/29/2020 459R	05:58:30		AMERICAN INTEGRATED SERVICES 2800 E 50TH, VERNON						
				VPD	VILLEGAS,RICHA		*26W	06:01:13	06:01:13	06:07:20		06:43:15
				VPD	GODOY,RAYMON		38			06:15:55		06:43:16
20200612413												
	RPT		06/29/2020 GTAR	07:16:11		BC2 ENVIRONMENTAL 2265 E 38TH, VERNON						
				VPD	OURIQUE,CARLO		*32W	07:31:16	07:32:10	07:35:47		08:01:53
20200612414												
	RPT		06/29/2020 459R	07:48:22		REBUILT METALIZING 2229 E 38TH, VERNON						
				VPD	OURIQUE,CARLO		*32W		08:09:36	08:13:35		08:34:23
20200612415												
	RPT		06/29/2020 487R	07:55:21		BC2 ENVIRONMENTAL 2265 E 38TH, VERNON						
				VPD	OURIQUE,CARLO		*32W			08:02:00		08:09:33
20200612416												
	RPT		06/29/2020 902T	08:05:25		KIARA LEONIS BL // BOYLE AV, VERNON						
				VPD	CAM,PATRICK		*40E	08:05:42	08:06:18	08:09:20		08:55:38
20200612419												
	RPT		06/29/2020 GTAR	08:48:26		UNK 4444 AYERS AV, VERNON						
				VPD	OURIQUE,CARLO		*32W			08:49:46		09:27:55
20200612428												
	RPT		06/29/2020 GTAR	11:28:07		MYSTEREE 2115 E 27TH, VERNON						

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/29/2020

Jurisdiction: VERNON

Last Date: 06/29/2020

Call Number	Disp	Ten	Received	Caller								
		Code	Complaint	Address	Unit Time							
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612428												
	RPT	06/29/2020	11:28:07	MYSTEREE								
		GTAR		2115 E 27TH, VERNON				Department	OCA Number	RMS Juris		
			VPD	OURIQUE,CARLO	*32W			11:29:48	CR20201035	CA0197300		12:25:40
20200612443												
	RPT	06/29/2020	19:58:18	LASO								
		211R		E 49TH // CORONA AV, VERNON				Department	OCA Number	RMS Juris		
			VPD	VASQUEZ,LUIS	*40E	20:00:01		20:03:15	CR20201036	CA0197300		20:28:13
20200612445												
	VREC	06/29/2020	20:56:23	CITYWIDE TOW								
		LOCATE		FRUITLAND AV // LOMA VISTA AV, VERNON								
			VPD	RECORDS BUREAU	*RECD			21:02:57				21:32:18

* Denotes Primary Unit

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/30/2020

Jurisdiction: VERNON

Last Date: 06/30/2020

Call Number	Disp	Ten	Received	Caller	Unit Time							
		Code	Complaint	Address								
			Dep	Officer	Unit	Dispatch	Enroute	OnScene	Depart	Arrive	Remove	Comp
20200612464												
	RPT	06/30/2020	07:11:12	BENDER CCP								
		487R		2150 E 37TH, VERNON								
			VPD	RAMOS,JOSE	*40W	07:13:18	07:13:30				07:15:14	
			VPD	OURIQUE,CARLO	32		07:14:56	07:16:35				08:06:58
20200612466												
	RPT	06/30/2020	07:45:20	JL APPAREL								
		459R		1980 E 25TH, VERNON								
			VPD	RAMOS,JOSE	*40W	07:47:54	07:52:07	07:57:54				09:18:34
20200612472												
	RPT	06/30/2020	09:50:47	CLASSIC CONCEPTS								
		487R		4505 BANDINI BL, VERNON								
			VPD	STEVENSON,KEN	*22E	09:52:48	09:52:49				09:53:13	
			VPD	OURIQUE,CARLO	32		09:53:12	10:01:55				11:03:38
20200612473												
	RPT	06/30/2020	10:00:27	GREENLAND FOODS								
		487R		2939 S SUNOL DR, VERNON								
			VPD	STEVENSON,KEN	*22E	10:01:59	10:02:36	10:10:09				10:52:59
20200612483												
	REPO	06/30/2020	13:18:26	HANNIBAL								
		REPO		2230 E 38TH, VERNON								
			VPD	RECORDS BUREAU	*RECD			13:20:24				14:35:03
20200612484												
	RPT	06/30/2020	13:22:35	JP IMPORT								
		FOUND		2335 E 27TH, VERNON								
			VPD	RAMOS,JOSE	*40W	13:27:37	13:27:49	13:44:58				14:06:25
20200612485												

VERNON POLICE DEPARTMENT

Call Log Report Type All Unit Times and Location with OCA's

First Date: 06/30/2020

Jurisdiction: VERNON

Last Date: 06/30/2020

Call Number	Disp	Ten	Received	Code	Complaint	Caller	Address	Unit Time				
								Dep	Officer	Unit	Dispatch	Enroute
20200612485												
	RPT		06/30/2020	13:31:39			PARAMOUNT EXPORT					
			487R				4560 LOMA VISTA AV, VERNON					
	32											
				VPD	OURIQUE,CARLO		*32		13:35:57	14:30:04		15:50:27
20200612495												
	1015		06/30/2020	18:32:25								
	RPT		20002				4200 S ALAMEDA, VERNON					
	OR											
				VPD	OURIQUE,CARLO		*32			18:32:25		19:17:59
				VPD	STEVENSON,KEN		22E	18:32:32	18:33:12	18:46:23		19:32:12
				VPD	VASQUEZ,LUIS		31W		18:33:24	18:35:28		19:32:12
				VPD			40E			18:42:02		19:23:09
				VPD			41			18:35:51		19:32:12
				VPD	ONOPA,DANIEL		S7			18:36:33		19:30:42
20200612496												
	RPT		06/30/2020	18:37:44			PROFESSIONAL PRODUCE					
			484R				2570 E 25TH, VERNON					
				VPD	SWINFORD,PHILL		*41	19:37:29	19:37:30	19:39:31		20:13:22
				VPD	VASQUEZ,LUIS		31W			19:46:57		20:13:20

* Denotes Primary Unit

City Council Agenda Item Report

Agenda Item No. COV-311-2020

Submitted by: Cynthia Cano

Submitting Department: Public Works

Meeting Date: September 1, 2020

SUBJECT

Public Works Monthly Building Report

Recommendation:

Receive and file the July 2020 Building Report.

Background:

The attached building report consists of total issued permits, major projects, demolition permits, new building permits and certificate of occupancy status reports for the month of July 2020. The value of permitted construction in Vernon for the period from January through July 2020 was 69% lower than for the same period in 2019. On a positive note, this is a monthly first period over period increase in the trend since January. The reduction in construction is likely due to the the economic uncertainty caused by the erosion of international trade and by the decrease in economic activity caused by the response to the COVID-19 pandemic. Staff will continue to monitor activity level as as the economy reopens.

Fiscal Impact:

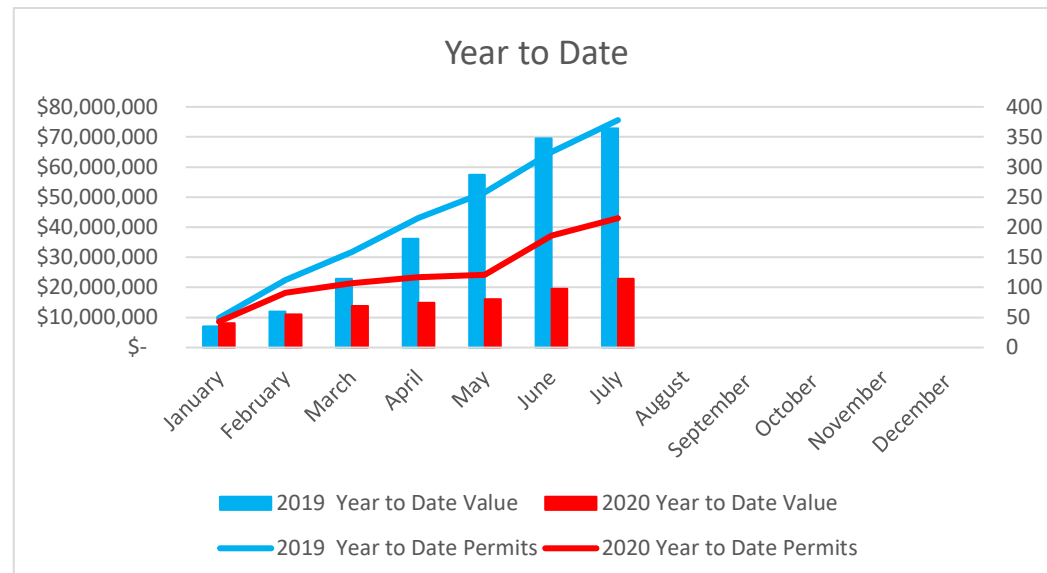
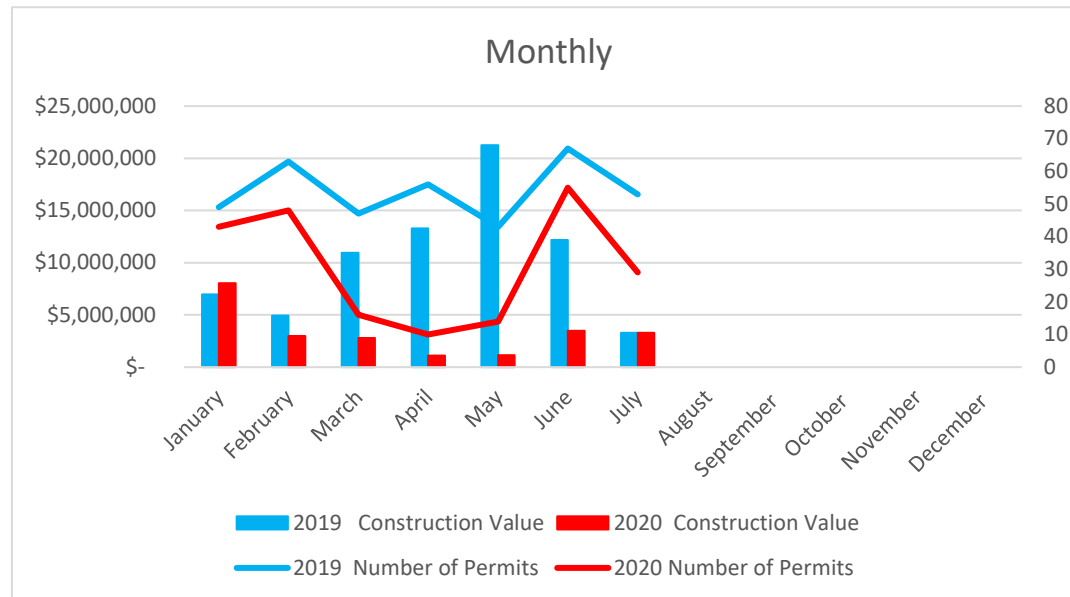
The decrease in the value of permitted construction directly impacts the fee revenues received by the Department. The decreased revenues for FY 2019-2020 were offset by other general fund revenue sources that were collected at or slightly above expectations. In anticipation of the reduced activity and COVID-19 implications, revenue adjustments were made to the FY 2020-2021 budget.

Attachments:

1. [Public Works Department July 2020 Building Report](#)

**City of Vernon
Building Division
Monthly Report Summary**

	2019				2020				Year to Date	
	Construction Value	Number of Permits	Year to Date Value	Year to Date Permits	Construction Value	Number of Permits	Year to Date Value	Year to Date Permits	Permit Difference	Valuation Difference
January	\$ 6,968,160	49	\$ 6,968,160	49	\$ 8,046,145	43	\$ 8,046,145	43	-12%	15%
February	\$ 4,923,135	63	\$ 11,891,295	112	\$ 2,979,923	48	\$ 11,026,068	91	-19%	-7%
March	\$ 10,949,664	47	\$ 22,840,960	159	\$ 2,808,127	16	\$ 13,834,195	107	-33%	-39%
April	\$ 13,285,075	56	\$ 36,126,035	215	\$ 1,100,252	10	\$ 14,934,447	117	-46%	-59%
May	\$ 21,264,283	43	\$ 57,390,317	258	\$ 1,134,292	14	\$ 16,068,739	121	-53%	-72%
June	\$ 12,186,470	67	\$ 69,576,787	325	\$ 3,485,709	55	\$ 19,554,448	186	-43%	-72%
July	\$ 3,301,660	53	\$ 72,878,447	378	\$ 3,305,183	29	\$ 22,859,631	215	-43%	-69%
August										
September										
October										
November										
December										





City of Vernon
Building Department
Monthly Report from 7/1/2020 to 7/31/2020

Type	Value	# of Permits
Electrical	\$1,152,141.00	15
Industrial - Addition	\$37,500.00	1
Industrial - Remodel	\$1,076,319.00	2
Mechanical	\$802,223.00	4
Miscellaneous	\$228,000.00	5
Plumbing	\$9,000.00	2
July 2020 TOTALS PERMITS:	\$3,305,183.00	29
PREVIOUS MONTHS TOTAL	\$19,554,448.00	186
YEAR TO DATE TOTAL	\$22,859,631.00	215
July 2019 TOTALS PERMITS:	\$3,301,660.00	53
PREVIOUS MONTHS TOTAL	\$69,576,787.38	325
PRIOR YEAR TO DATE TOTAL	\$72,878,447.38	378



City of Vernon
Building Department
New Buildings Report - July 2020

None



City of Vernon
Building Department
Demolition Report - July 2020

None



**City of Vernon
Building Department
Major Projects from 7/1/2020 to 7/31/2020
Valuations > 20,000**

Permit No.	Project Address	Tenant	Description	Job Value
Electrical				
B-2020-4097	4623 MAYWOOD AVE APN 6304027015		Electrical - install of (N) interior lighting, outlets, forklift charges and dock levelers	50000
B-2020-3976	4820 50TH ST APN 6304011006	Sunny Cutwright	Feezer cooler - Electrical	200000
B-2020-4049	4328 ALCOA AVE APN 6303010038	Sushi Nozawa	New photo voltaic solar system to be installed on the roof of an industrial building. 200 KW AC	400000
B-2020-4111	2914 LEONIS BLVD APN 6303024017		renovations of existing shell structure that was damaged in a fire. Power and lighting provisions will be installed to support office and warehouse spaces.	56742
B-2020-4158	2050 49TH ST APN 6308015077		2050 - 2100 49th St: install exterior light fixtures	62000
B-2020-4110	2914 LEONIS BLVD APN 6303024017		replacement of incoming service to site, which was damaged in a fire. net utility service will match previous service. new overhead service drop by utility and new switchgear will be installed	23919
B-2020-3927	6180 ALCOA AVE APN 6310027036		new insulated freezer and blast freezer	300000
7	Record(s)			\$1,092,661.00
Industrial - Addition				
B-2020-4046	4309 FRUITLAND AVE APN 6304023010	General Mills	Demolition of existing metal anopy, connect existing warehouse buildings with new metal building breezeway enclosure. 950 Sf	37500
1	Record(s)			\$37,500.00
Industrial - Remodel				
B-2020-4148	2660 37TH ST APN 6302020039		replace cracked glulam beam, pulins and sub-purlins in a 1400 s.f. area	76319
B-2020-3926	6180 ALCOA AVE APN 6310027036		New insulated freezer and blast freezer	1000000
2	Record(s)			\$1,076,319.00
Mechanical				
B-2020-3925	6180 ALCOA AVE APN 6310027036		Refrigeration equipment and installation for new insuated freezer and blast freezer	695000
B-2020-4172	4580 PACIFIC BLVD APN 6308005007		Replace (2) HVAC units like for like same location	48223
B-2019-3723	5100 BOYLE AVE APN 6303028014	BHJ USA	Mechanical - cooler box refrigeration equipment	39000

3	Record(s)		\$782,223.00
Miscellaneous			
B-2020-4120	3055 BANDINI BLVD APN 6303002014	Cut new wall opening and install structural reinforcing in concrete wall	45000
B-2019-3865	4820 50TH ST APN 6304011006	Storage racks	120000
B-2020-4150	2730 37TH ST APN 6302020057	structural gantry crain system	40000
3	Record(s)		\$205,000.00
16	Permit(s)	Total	\$3,193,703.00



City of Vernon
Building Department
Status of Certificates of Occupancy Requests
Month of July 2020

Request for Inspection	9
Approved	1
Pending	389
Temporary Occupancies	13

City of Vernon
Certificate of Occupancy
Applications Date From 7/1/2020 to 7/31/2020

Issued	Permit No.	Project Address	Tenant	Description	Fees Paid	Square Feet
	C-2020-1512	4625 49TH ST APN 6304018023	Emuna	Warehousing and distribution of PPE supplies	1,770.00	10920
	C-2020-1513	3688 SOTO ST APN 6303004039	HOPE Program	Outpatient Mental Health Clinic	385.00	4800
	C-2020-1514	3305 VERNON AVE APN 6303006071	DONGSUH INC	Office use and wholesale food	385.00	1066
	C-2020-1515	2424 28TH ST APN 6302005007	Red Flag Products	Distribution of agriculture supplies and equipment	885.00	30930
	C-2020-1516	2525 27TH ST APN 6302003021	Flamingo Fashion, Inc.	Cutting and garment wholesale	885.00	17600
	C-2020-1517	2646 DOWNEY RD APN 5192025008	Spicyman, Inc.	Warehouse & wholesale of produce	385.00	5000
	C-2020-1518	2425 38TH ST APN 6302019022	FEC Studios LLC	Production studio	385.00	30800
	C-2020-1519	2380 57TH ST APN 6308019017	Flow Cold Storage	Warehousing packaged foods	1,046.00	55000
	C-2020-1511	3015 LEONIS BLVD APN 6303021007	Yi Bao Produce Group, Inc	Wholesale Produce & Cold Storage	0.00	42360
Total for Certificate of Occupancy:					6,126.00	198,476.00
9 Permits(s)					Total Fees Paid	6,126.00

City of Vernon
Certificate of Occupancy
Issued Date From 7/1/2020 to 7/31/2020

Issued	Permit No.	Project Address	Tenant	Description	Fees Paid	Square Feet
7/2/2020	C-2020-1511	3015 LEONIS BLVD APN 6303021007	Yi Bao Produce Group, Inc	Wholesale Produce & Cold Storage	0.00	42360
Total for Certificate of Occupancy:					0.00	42,360.00
1 Permits(s)					Total Fees Paid	0.00

City Council Agenda Item Report

Agenda Item No. COV-295-2020
Submitted by: Diana Figueroa
Submitting Department: City Administration
Meeting Date: September 1, 2020

SUBJECT

Fiscal Year 2019/2020 Vernon CommUNITY Fund Grant Committee Activity Report

Recommendation:

Receive and file the report, as it is being provided for informational purposes only.

Background:

As one of the key elements of the City's good governance reforms, the City Council created the Vernon CommUNITY Fund (VCF) to provide grants to charitable and governmental entities for projects and programs that benefit those residing and working in Vernon. Given the exclusively industrial nature of Vernon, the City Council determined that the VCF was in the best interest of the City and its residents, businesses, and workers.

On February 4, 2014, the City Council adopted Ordinance No. 1218, as amended by Ordinance Nos. 1238, 1257, and 1265 to establish the Vernon CommUNITY Fund Grant Committee (Grant Committee) and provide the basic guidelines and operational procedures for said Committee and its officers, including those related to the allocation of funds and the processes for reviewing and ranking applications and awarding grants.

Fiscal Year 2019/2020 Funding

Pursuant to Vernon Municipal Code Section 2.164, the City Council may appropriate funds to the VCF. Through the normal budgetary process, City Council authorized an amount of \$500,000 to the VCF for fiscal year (FY) 2019/2020. Prior to the modifications set forth in Ordinance No. 1265, the Grant Committee was required to allocate funds for FY 2019/2020 in accordance with the following formula:

- 1) Administrative Costs shall be determined for the fiscal year and the amount shall be allocated for payment from funds appropriated to the VCF.
- 2) After Administrative Costs, no less than 25% of funds available in any fiscal year shall be awarded to proposals to expend funds on capital projects with a projected useful life of 10 years or more (capital project grants were eliminated by Ordinance No. 1265 and shall no longer be available for FY 2020/2021, or in subsequent years).
- 3) The remainder of available funds in any fiscal year may be awarded to proposals to expend funds on direct services and/or scholarship grants. No single grant of this type shall be in an amount more than \$250,000.

Service Grant Awards

The Grant Committee held three grant award meetings during the 2019/2020 Fiscal Year. There were three separate grant dockets, with a combined total of eight (8) Service Grant Awards approved for FY

2019/2020. All grantees and their awarded amounts are listed in the attached table. The total amount awarded for Direct Service Grants was \$224,125.

Capital Grant Awards

The Committee adopted a Capital Grants Program on May 18, 2016 which defined, among other things, the parameters of the capital award process and procedures for applicants, and criteria and timeline for awards. For FY 2019/2020, the City's VCF capital project allocation of 25% equated to \$81,375 which was expended in FY 2019/2020 to benefit three (3) separate capital grant projects in the Vernon Area. Moving forward, the VCF will no longer grant funds for capital projects, as it was determined that the administration of such grants was cumbersome and costly, and is not aligned with the goals of the Grant Committee to streamline expenses for administrative management.

Scholarship Grant Awards

At its November 8, 2017 meeting, the VCF Grant Committee agreed to proceed with a VCF Pilot Scholarship Program for FY 2018/2019. In response to its successful inaugural year as a pilot program, the Grant Committee approved an allocation in the amount of \$20,000 toward the VCF Scholarship Program in FY 2019/2020 as well. As such, the Grant Committee awarded \$20,000 in scholarship grants to a total of eight (8) high school seniors from the Vernon Area at its May 20, 2020 Grant Committee meeting.

Related Administrative Expenditures

In June of 2020, the City issued a Request for Proposals (RFP) for Administrative Management of Vernon CommUNITY Fund Grant Activities. After a thorough evaluation of respondents' proposals, Jemmott Rollins Group, Inc. (JRG) was awarded a three (3) year contract with the City to provide administrative management for the VCF with an effective date of August 1, 2020. JRG has extensive experience in non-profit grant-making and grants management and specialized knowledge of ethics and principles governing the grant-making process.

During FY 2019/2020, JRG was instrumental in the City's ability to accept applications, evaluate submissions and, ultimately, award 19 grants with a grand total value of \$325,500. The total budgeted cost for their services in FY 2019/2020 was \$174,500. For FY 2020/2021, administrative management services for Vernon CommUNITY Fund Grant Committee activities have been reduced to \$106,675 (a yearly reduction of \$67,825) and will continue to be paid from the Vernon CommUNITY Fund monetary allocation.

A \$500,000 VCF allocation was approved by City Council during the adoption of a Citywide budget for FY 2020/2021. VCF Direct Service Grants amounting to approximately \$373,325 will be awarded at the November 2020 Grant Committee meeting and VCF Scholarship Grants totaling \$20,000 will be awarded in May of 2021. The number of grantees and amounts awarded will depend upon the pool of applicants, their proposed projects, and/or funds available.

Fiscal Impact:

There is no fiscal impact associated with this report.

Attachments:

- [1. FY 2019/2020 Grantee Awards List](#)

Vernon CommUNITY Fund Grant Awardees for FY 2019/2020

Grantee	Docket #	Amount Awarded
Direct Service Grants		
Jovenes, Inc.	I	\$25,000
Neighborhood Music School Association	I	\$25,000
Southeast Community Foundation	I	\$25,000
Boyle Heights Youth Football	II	\$14,400
Libros Schmibros	II	\$15,000
LA Family Housing	II	\$45,000
Inclusive Action for the City	III	\$34,725
YMCA of Metropolitan Los Angeles (Rio Vista)	III	\$40,000
Subtotal Direct Service Grants	ALL	\$224,125
Capital Grants		
Los Angeles Music and Art School	III	\$31,600
Southeast Community Foundation	III	\$25,000
Mark Taper Foundation Shelter	III	\$24,775
Subtotal Capital Grants	ALL	\$81,375
Scholarship Grants		
Applicant #6 – Mariela Barrales	III	\$2,000
Applicant #8 – Angelica Garcia	III	\$2,000
Applicant #2 – Daniel Gonzalez	III	\$3,000
Applicant #4 – Britney Juarez	III	\$2,000
Applicant #3 – Sara Lopez	III	\$3,000
Applicant #1 – Arely Ordonez	III	\$3,000
Applicant #7 – Samantha Tamayo	III	\$2,000
Applicant #5 – Citlaly Zazueta	III	\$3,000
Subtotal Scholarship Grants	ALL	\$20,000
GRAND TOTAL GRANT AWARDS	19 IN ALL CATEGORIES	\$325,500

City Council Agenda Item Report

Agenda Item No. COV-293-2020

Submitted by: Brandon Gray

Submitting Department: Police Department

Meeting Date: September 1, 2020

SUBJECT

Office of Traffic Safety Selective Traffic Enforcement Program (STEP) Grant Agreement

Recommendation:

Approve and authorize the City Administrator, Police Chief, and Police Sergeant to execute an agreement between the City of Vernon and the Office of Traffic Safety, in substantially the same form as submitted for a one (1) year term, for participation in the Selective Traffic Enforcement Program (STEP) with an effective date of October 1, 2020.

Background:

The Vernon Police Department (VPD) has been granted a grant through the Office of Traffic Safety to participate in a Selective Traffic Enforcement Program (STEP). The goals of the program include the following: reduce the number of persons killed and/or injured in traffic collisions; reduce the number of persons killed and/or injured in DUI related collisions; and raise public awareness about DUI enforcement activities in the Los Angeles County region. In order to accomplish the goals of the program, participating agencies will be required to take part in various enforcement activities which include saturation patrol details, motorcycle safety enforcement, distracted driving enforcement, pedestrian and bicycle enforcement, and DUI checkpoints.

VPD staff will coordinate enforcement activities as required on an overtime basis. The VPD will receive reimbursement for a majority of the overtime related costs (benefits calculated at 1.45%). The VPD has participated in this program for a number of years and has been successful attaining the goals specified. To participate in the program, law enforcement agencies are required to sign an agreement to receive reimbursement for personnel overtime costs. Reimbursements will be made within 90 days of receipt of an invoice, activity log, and quarterly traffic collision reports. The term of this agreement shall remain in effect until September 30, 2021.

The City Attorney's Office has reviewed and approved the proposed agreement as to form.

Fiscal Impact:

There are sufficient overtime funds in the FY2020-2021 VPD budget for participation in STEP. The projected overtime reimbursement for VPD's annual participation is approximately \$110,000.

Attachments:

1. [Office of Traffic Safety STEP Grant Agreement](#)

1. GRANT TITLE Selective Traffic Enforcement Program (STEP)	
2. NAME OF AGENCY Vernon	3. Grant Period From: 10/01/2020 To: 09/30/2021
4. AGENCY UNIT TO ADMINISTER GRANT Vernon Police Department	
5. GRANT DESCRIPTION Best practice strategies will be conducted to reduce the number of persons killed and injured in crashes involving alcohol and other primary crash factors. The funded strategies may include impaired driving enforcement, enforcement operations focusing on primary crash factors, distracted driving, night-time seat belt enforcement, special enforcement operations encouraging motorcycle safety, enforcement and public awareness in areas with a high number of bicycle and pedestrian crashes, and educational programs. These strategies are designed to earn media attention thus enhancing the overall deterrent effect.	
6. Federal Funds Allocated Under This Agreement Shall Not Exceed: \$110,000.00	
7. TERMS AND CONDITIONS: The parties agree to comply with the terms and conditions of the following which are by this reference made a part of the Agreement: <ul style="list-style-type: none">• Schedule A – Problem Statement, Goals and Objectives and Method of Procedure• Schedule B – Detailed Budget Estimate and Sub-Budget Estimate (if applicable)• Schedule B-1 – Budget Narrative and Sub-Budget Narrative (if applicable)• Exhibit A – Certifications and Assurances• Exhibit B* – OTS Grant Program Manual• Exhibit C – Grant Electronic Management System (GEMS) Access <p>*Items shown with an asterisk (*), are hereby incorporated by reference and made a part of this agreement as if attached hereto.</p> <p>These documents can be viewed at the OTS home web page under Grants: www.ots.ca.gov.</p> <p>We, the officials named below, hereby swear under penalty of perjury under the laws of the State of California that we are duly authorized to legally bind the Grant recipient to the above described Grant terms and conditions.</p> <p>IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.</p>	
8. Approval Signatures	
A. GRANT DIRECTOR NAME: Gustavo Herrera TITLE: Sergeant EMAIL: gherrera@covpd.org PHONE: (323) 587-5171 ADDRESS: 4305 Santa Fe Ave Vernon, CA 90058 _____ (Signature) (Date)	B. AUTHORIZING OFFICIAL ADDRESS: Carlos Fandino City Administrator cfandino@ci.vernon.ca.us (323) 583-8811 4305 S. Santa Fe Avenue Vernon, CA 90058-1714 _____ (Signature) (Date)
C. FISCAL OFFICIAL ADDRESS: Anthony Miranda Chief of Police amiranda@covpd.org (323) 583-8811 ext 114 4305 Santa Fe Ave Vernon, CA 90058 _____ (Signature) (Date)	D. AUTHORIZING OFFICIAL OF OFFICE OF TRAFFIC SAFETY ADDRESS: Barbara Rooney Director barbara.rooney@ots.ca.gov (916) 509-3030 2208 Kausen Drive Suite 300 Elk Grove, CA 95758 _____ (Signature) (Date)

E. ACCOUNTING OFFICER OF OFFICE OF TRAFFIC SAFETY NAME: Carolyn Vu ADDRESS: 2208 Kausen Drive, Suite 300 Elk Grove, CA 95758	9. DUNS INFORMATION DUNS #: 060883022 REGISTERED ADDRESS: 4305 S. Santa Fe Avenue CITY: Vernon ZIP+4: 90058-1714
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10. PROJECTED EXPENDITURES						
FUND	CFDA	ITEM/APPROPRIATION	F.Y.	CHAPTER	STATUTE	PROJECTED EXPENDITURES
164 AL-21	20.608	0521-0890-101	2020	2020	BA/20	\$90,000.00
402PT-21	20.600	0521-0890-101	2020	2020	BA/20	\$20,000.00
				AGREEMENT TOTAL		\$110,000.00
<i>I CERTIFY upon my own personal knowledge that the budgeted funds for the current budget year are available for the period and purpose of the expenditure stated above.</i>				AMOUNT ENCUMBERED BY THIS DOCUMENT		
				\$110,000.00		
				PRIOR AMOUNT ENCUMBERED FOR THIS AGREEMENT		
				\$ 0.00		
OTS ACCOUNTING OFFICER'S SIGNATURE			DATE SIGNED		TOTAL AMOUNT ENCUMBERED TO DATE	
					\$110,000.00	

1. PROBLEM STATEMENT

The City of Vernon will use grant funds for enforcement efforts to target DUI drivers, as well as those who commit other violations (speed, distracted driving, turning/yielding violations, etc.) that may contribute to traffic collisions. Our mission would continue to be simple in concept: *continue to educate the public about the dangers and consequences of DUI drivers, and reduce traffic collisions and in doing so, reduce injuries and deaths associated to such collisions.*

The City of Vernon Public Works Traffic Engineering Division conducted a Traffic Collision Review Report in 2014. Included in the report are the most frequent locations of traffic collisions and a list of the top primary collision factors. Current statistics (refer to Traffic Data Summary below) from 2017-2019 indicate the top primary collision factors have remained the same.

In examining the OTS Collision Rankings for 2017, we have also identified the below problem areas that we recognize and need to be addressed. As a part of the Group G, the City of Vernon had the following rankings:

Total Fatal and Injury:	1/12
Alcohol Involved:	1/12
Had Been Drinking Driver < 21:	1/12
Had Been Drinking Driver 21-34:	1/12
Motorcycles:	1/12
Pedestrians:	2/12
Bicyclists:	1/12
Composite:	1/12
Speed Related:	1/12
Nighttime (9pm-2:59am):	1/12
Hit and Run:	1/12

With the assistance and activities a STEP grant offers our department, we will strive to reduce traffic collisions, therefore reducing injuries and deaths associated with traffic collisions.

Our target population is not just limited to "infraction violators" and/or "DUI suspects." The Vernon Police Department sincerely wants our entire community to know that traffic safety is a major priority to us. That is one of the reasons why the Press Release during the cycle of a grant is so important, because it communicates to the public that there is an emphasis and priority on traffic safety in our city. We intend to continue to drive home this message, through educational handouts at checkpoints and/or during routine public contacts.

The following is a traffic data summary, including 2019 statistics:

- 4 fatal collision with 1 victim (1 more than 2017, 3 more than 2018).
- 186 injury collisions with 260 victims (24 more collisions than 2017, and 2 more than 2018).
- 6 alcohol involved collisions with injuries (1 less than 2017, and 2 less than 2018), with 1 fatality.
- 10 pedestrians were injured in collisions (3 more than 2017, and 5 more than 2018), with no fatalities.
- 11 bicyclists were injured in collisions (5 less than 2017, and 1 more than 2018), with 1 fatality.

2. PERFORMANCE MEASURES

A. Goals:

1. Reduce the number of persons killed in traffic crashes.
2. Reduce the number of persons injured in traffic crashes.
3. Reduce the number of pedestrians killed in traffic crashes.
4. Reduce the number of pedestrians injured in traffic crashes.
5. Reduce the number of bicyclists killed in traffic crashes.
6. Reduce the number of bicyclists injured in traffic crashes.
7. Reduce the number of persons killed in alcohol-involved crashes.

8. Reduce the number of persons injured in alcohol-involved crashes.
9. Reduce the number of persons killed in drug-involved crashes.
10. Reduce the number of persons injured in drug-involved crashes.
11. Reduce the number of persons killed in alcohol/drug combo-involved crashes.
12. Reduce the number of persons injured in alcohol/drug combo-involved crashes.
13. Reduce the number of motorcyclists killed in traffic crashes.
14. Reduce the number of motorcyclists injured in traffic crashes.
15. Reduce hit & run fatal crashes.
16. Reduce hit & run injury crashes.
17. Reduce nighttime (2100 - 0259 hours) fatal crashes.
18. Reduce nighttime (2100 - 0259 hours) injury crashes.

B. Objectives:	Target Number
1. Issue a press release announcing the kick-off of the grant by November 15. The kick-off press releases and media advisories, alerts, and materials must be emailed to the OTS Public Information Officer at pio@ots.ca.gov , and copied to your OTS Coordinator, for approval 14 days prior to the issuance date of the release.	1
2. Participate and report data (as required) in the following campaigns, National Walk to School Day, National Teen Driver Safety Week, NHTSA Winter Mobilization, National Distracted Driving Awareness Month, National Motorcycle Safety Month, National Bicycle Safety Month, National Click it or Ticket Mobilization, NHTSA Summer Mobilization, National Child Passenger Safety Week, and California's Pedestrian Safety Month.	10
3. Develop (by December 31) and/or maintain a "HOT Sheet" program to notify patrol and traffic officers to be on the lookout for identified repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. Updated HOT sheets should be distributed to patrol and traffic officers monthly.	12
4. Send law enforcement personnel to the NHTSA Standardized Field Sobriety Testing (SFST) (minimum 16 hours) POST-certified training.	2
5. Send law enforcement personnel to the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) 16 hour POST-certified training.	2
6. Send law enforcement personnel to SFST Instructor training.	1
7. Conduct DUI/DL Checkpoints. A minimum of 1 checkpoint should be conducted during the NHTSA Winter Mobilization and 1 during the Summer Mobilization. To enhance the overall deterrent effect and promote high visibility, it is recommended the grantee issue an advance press release and conduct social media activity for each checkpoint. For combination DUI/DL checkpoints, departments should issue press releases that mention DL's will be checked at the DUI/DL checkpoint. Signs for DUI/DL checkpoints should read "DUI/Driver's License Checkpoint Ahead." OTS does not fund or support independent DL checkpoints. Only on an exception basis and with OTS pre-approval will OTS fund checkpoints that begin prior to 1800 hours. When possible, DUI/DL Checkpoint screeners should be DRE- or ARIDE-trained.	5
8. Conduct DUI Saturation Patrol operation(s).	6
9. Conduct Traffic Enforcement operation(s), including but not limited to, primary crash factor violations.	10
10. Conduct highly publicized Distracted Driving enforcement operation(s) targeting drivers using hand held cell phones and texting.	3
11. Conduct highly publicized Motorcycle Safety enforcement operation(s) in areas or during events with a high number of motorcycle incidents or crashes resulting from unsafe speed, DUI, following too closely, unsafe lane changes, improper turning, and other primary crash factor violations by motorcyclists and other drivers.	2
12. Conduct highly publicized pedestrian and/or bicycle enforcement operation(s) in areas or during events with a high number of pedestrian and/or bicycle crashes resulting from violations made by pedestrians, bicyclists, and drivers.	4
13. Conduct highly visible collaborative DUI Enforcement operations	2
14. Conduct highly visible collaborative Traffic Enforcement operations	2

3. METHOD OF PROCEDURE

A. **Phase 1 – Program Preparation (1st Quarter of Grant Year)**

- The Vernon Police Department will develop operational plans to implement the “best practice” strategies outlined in the objectives section.
- All training needed to implement the program should be conducted this quarter.
- All grant related purchases needed to implement the program should be made this quarter.
- In order to develop/maintain the “Hot Sheets,” research will be conducted to identify the “worst of the worst” repeat DUI offenders with a suspended or revoked license as a result of DUI convictions. The Hot Sheets may include the driver’s name, last known address, DOB, description, current license status, and the number of times suspended or revoked for DUI. Hot Sheets should be updated and distributed to traffic and patrol officers at least monthly.
- Implementation of the STEP grant activities will be accomplished by deploying personnel at high crash locations. Media Requirements
- Issue a press release announcing the kick-off of the grant by November 15, but no earlier than October 1. If unable to meet the November 15 date, communicate reasons to your OTS Coordinator. The kick-off press releases and any related media advisories, alerts, and materials must be emailed for approval to the OTS Public Information Officer at pio@ots.ca.gov, and copied to your OTS Coordinator, 14 days prior to the issuance date of the release.

B. **Phase 2 – Program Operations (Throughout Grant Year)**

- The Vernon Police Department will work to create media opportunities throughout the grant period to call attention to the innovative program strategies and outcomes. Media Requirements
- Send all grant-related activity press releases, media advisories, alerts and general public materials to the OTS Public Information Officer (PIO) at pio@ots.ca.gov, with a copy to your OTS Coordinator. The following requirements are for grant-related activities and are different from those regarding any grant kick-off release or announcement.
- If an OTS-supplied, template-based press release is used, there is no need for pre-approval, however, the OTS PIO and Coordinator should be copied when at the same time as the release is distributed to the press.
- If an OTS-supplied template is not used, or is substantially changed, a draft press release shall be sent to the OTS PIO for approval. Optimum lead-time would be 10 days prior to the release distribution date, but should be no less than 5 working days prior to the release distribution date.
- Press releases reporting the immediate and time-valued results of grant activities such as enforcement operations are exempt from the recommended advance approval process, but still should be copied to the OTS PIO and Coordinator when the release is distributed to the press.
- Activities such as warrant or probation sweeps and court stings that could be compromised by advanced publicity are exempt from pre-publicity, but are encouraged to offer embargoed media coverage and to report the results.
- Use the following standard language in all press, media, and printed materials: Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.
- Email the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator at least 30 days in advance, a short description of any significant grant-related traffic safety event or program so OTS has sufficient notice to arrange for attendance and/or participation in the event.
- Submit a draft or rough-cut of all printed or recorded material (brochures, posters, scripts, artwork, trailer graphics, etc.) to the OTS PIO at pio@ots.ca.gov and copy your OTS Coordinator for approval 14 days prior to the production or duplication.
- Space permitting, include the OTS logo, on grant-funded print materials; consult your OTS Coordinator for specifics and format-appropriate logos.
- Contact the OTS PIO or your OTS Coordinator, sufficiently far enough in advance of need, for consultation when deviation from any of the above requirements might be contemplated

C. **Phase 3 – Data Collection & Reporting (Throughout Grant Year)**

1. Prepare and submit invoice claims (due January 30, April 30, July 30, and October 30)
 2. Prepare and submit Quarterly Performance Reports (QPR) (due January 30, April 30, July 30, and October 30)
- Collect and report quarterly, appropriate data that supports the progress of goals and objectives.

- Provide a brief list of activity conducted, procurement of grant-funded items, and significant media activities. Include status of grant-funded personnel, status of contracts, challenges, or special accomplishments.
- Provide a brief summary of quarterly accomplishments and explanations for objectives not completed or plans for upcoming activities.
- Collect, analyze and report statistical data relating to the grant goals and objectives.

4. METHOD OF EVALUATION

Using the data compiled during the grant, the Grant Director will complete the "Final Evaluation" section in the fourth/final Quarterly Performance Report (QPR). The Final Evaluation should provide a brief summary of the grant's accomplishments, challenges and significant activities. This narrative should also include whether goals and objectives were met, exceeded, or an explanation of why objectives were not completed.

5. ADMINISTRATIVE SUPPORT

This program has full administrative support, and every effort will be made to continue the grant activities after grant conclusion.

FUND NUMBER	CATALOG NUMBER (CFDA)	FUND DESCRIPTION	TOTAL AMOUNT
164AL-21	20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated	\$90,000.00
402PT-21	20.600	State and Community Highway Safety	\$20,000.00

COST CATEGORY	FUND NUMBER	UNIT COST OR RATE	UNITS	TOTAL COST TO GRANT
A. PERSONNEL COSTS				
Positions and Salaries				
<u>Straight Time</u>				\$0.00
<u>Overtime</u>				
DUI/DL Checkpoints	164AL-21	\$7,800.00	5	\$39,000.00
DUI Saturation Patrols	164AL-21	\$1,400.00	6	\$8,400.00
Collaborative DUI Enforcement	164AL-21	\$1,450.00	2	\$2,900.00
Benefits OT @ 1.45 %	164AL-21	\$50,300.00	1	\$729.00
Traffic Enforcement	402PT-21	\$700.00	10	\$7,000.00
Distracted Driving	402PT-21	\$700.00	3	\$2,100.00
Motorcycle Safety	402PT-21	\$700.00	2	\$1,400.00
Pedestrian and Bicycle Enforcement	402PT-21	\$700.00	4	\$2,800.00
Collaborative Traffic Enforcement	402PT-21	\$1,450.00	2	\$2,900.00
Benefits OT @ 1.45%	402PT-21	\$16,200.00	1	\$235.00
Category Sub-Total				\$67,464.00
B. TRAVEL EXPENSES				
In State Travel	402PT-21	\$3,565.00	1	\$3,565.00
				\$0.00
Category Sub-Total				\$3,565.00
C. CONTRACTUAL SERVICES				
				\$0.00
Category Sub-Total				\$0.00
D. EQUIPMENT				
DUI Trailer	164AL-21	\$35,000.00	1	\$35,000.00
Category Sub-Total				\$35,000.00
E. OTHER DIRECT COSTS				
DUI Checkpoint Supplies	164AL-21	\$3,971.00	1	\$3,971.00
Category Sub-Total				\$3,971.00
F. INDIRECT COSTS				
				\$0.00
Category Sub-Total				\$0.00
GRANT TOTAL				\$110,000.00

BUDGET NARRATIVE

PERSONNEL COSTS

DUI/DL Checkpoints - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

DUI Saturation Patrols - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative DUI Enforcement - Overtime for grant funded Collaborative DUI Enforcement operations conducted by appropriate department personnel

Benefits OT @ 1.45 % - Benefits-Overtime @ 1.45%

Traffic Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Distracted Driving - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Motorcycle Safety - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Pedestrian and Bicycle Enforcement - Overtime for grant funded law enforcement operations conducted by appropriate department personnel.

Collaborative Traffic Enforcement - Overtime for grant funded Collaborative Traffic Enforcement operations conducted by appropriate department personnel

Benefits OT @ 1.45% - Benefits-Overtime @ 1.45%

TRAVEL EXPENSES

In State Travel - Costs are included for appropriate staff to attend conferences and training events supporting the grant goals and objectives and/or traffic safety. Local mileage for grant activities and meetings is included. Anticipated travel may include Lifesavers conference. All conferences, seminars or training not specifically identified in the Budget Narrative must be approved by OTS. All travel claimed must be at the agency approved rate. Per Diem may not be claimed for meals provided at conferences when registration fees are paid with OTS grant funds.

CONTRACTUAL SERVICES

-

EQUIPMENT

DUI Trailer - Fully equipped trailer to transport DUI checkpoint supplies and to serve as a communication and command post during OTS operations. Costs may include the trailer, sales tax, delivery, installation costs, and other modifications and accessories or other items necessary to make the trailer usable for grant purposes, such as a generator, lighting, radio equipment, paint and graphics. The trailer cannot include any furniture or fixtures not affixed to the trailer.

OTHER DIRECT COSTS

DUI Checkpoint Supplies - On-scene supplies needed to conduct sobriety checkpoints. Costs may include 28" traffic cones, MUTCD compliant traffic signs, MUTCD compliant high visibility vests (maximum of 10), traffic counters (maximum of 2), generator, gas for generators, lighting, reflective banners, electronic flares, PAS device supplies, heater, propane for heaters, fan, anti-fatigue mats, and canopies. Additional items may be purchased if approved by OTS. The cost of food and beverages will not be reimbursed.

INDIRECT COSTS

-

STATEMENTS/DISCLAIMERS

Program Income default statement:

There will be no program income generated from this grant.

Enforcement Grant Quota Disclaimer:

Nothing in this "agreement" shall be interpreted as a requirement, formal or informal, that a particular law enforcement officer issue a specified or predetermined number of citations in pursuance of the goals and objectives here under.

CERTIFICATIONS AND ASSURANCES
HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4 AND SEC. 1906, PUB. L. 109-59, AS AMENDED)

Failure to comply with applicable Federal statutes, regulations, and directives may subject Grantee Agency officials to civil or criminal penalties and/or place State in a high-risk grantee status in accordance with 49 CFR 18.12.

The Officials named on the grant agreement signature page, that the Grantee Agency complies with all applicable Federal statutes, regulations, and directives and State rules, guidelines, policies and laws in effect with respect to the periods for which it receives grant funding. Applicable provisions include but are not limited to the following:

GENERAL REQUIREMENTS

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 49 CFR Part 18- Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

• Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The state will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

INSTRUCTIONS FOR ADDING OR UPDATING GEMS USERS

1. Each agency is allowed a total of **FIVE (5) GEMS Users**.
2. GEMS Users listed on this form will be authorized to login to GEMS to complete and submit Quarterly Performance Reports (QPRs) and reimbursement claims.
3. Complete the form if adding, removing or editing a GEMS user(s).
4. The Grant Director must sign this form and return it with the Grant Agreement.

GRANT DETAILS

Grant Number:	PT21073
Agency Name:	Vernon Police Department
Grant Title:	Selective Traffic Enforcement Program (STEP)
Agreement Total:	\$110,000.00
Authorizing Official:	Carlos Fandino
Fiscal Official:	Anthony Miranda
Grant Director:	Gustavo Herrera

CURRENT GEMS USER(S)

1. Gustavo Herrera

Title: Sergeant
Phone: (323) 587-5171
Email: gherrera@covpd.org

Media Contact: Yes

2. Nicholas Perez

Title: Lieutenant
Phone: 323-587-5171
Email: nperez@covpd.org

Media Contact: Yes

Complete the below information if adding, removing or editing a GEMS user(s)

GEMS User 1 Add/Change <input type="checkbox"/> Remove Access <input type="checkbox"/>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Name		Job Title	
Email address		Phone number	
GEMS User 2 Add/Change <input type="checkbox"/> Remove Access <input type="checkbox"/>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Name		Job Title	
Email address		Phone number	
GEMS User 3 Add/Change <input type="checkbox"/> Remove Access <input type="checkbox"/>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Name		Job Title	
Email address		Phone number	
GEMS User 4 Add/Change <input type="checkbox"/> Remove Access <input type="checkbox"/>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Name		Job Title	
Email address		Phone number	
GEMS User 5 Add/Change <input type="checkbox"/> Remove Access <input type="checkbox"/>		Add as a media contact? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Name		Job Title	
Email address		Phone number	
Form completed by:		Date:	
As a signatory I hereby authorize the listed individual(s) to represent and have GEMS user access.			
Signature		Name	
		Grant Director	
Date		Title	

City Council Agenda Item Report

Agenda Item No. COV-304-2020

Submitted by: Alexis Hwang

Submitting Department: City Administration

Meeting Date: September 1, 2020

SUBJECT

Managed Print Services Agreement with MRC Smart Technology Solutions and Xerox

Recommendation:

A. Approve and authorize the City Administrator to execute a Services Agreement with MRC Smart Technology Solutions, in substantially the same form as submitted, for a three-year term in an amount not-to-exceed \$206,360 (\$68,786.82 per year) for Managed Print Services (MPS) with an effective date of September 20, 2020; and

B. Approve and authorize the City Administrator to execute a related Lease Agreement with Xerox, in substantially the same form as submitted, for a three-year term in an amount not-to-exceed \$83,640 (\$27,879.84 per year) for MPS with an effective date of September 20, 2020.

Background:

The Information Technology Division (IT) is requesting approval to award a Services Agreement to MRC Smart Technology Solutions (MRC) for an MPS solution that will maximize efficiency and reduce overall printing costs. In addition to the Service Agreement with MRC, IT is requesting approval of a related Lease Agreement with Xerox for 12 Xerox copiers. MRC is a subsidiary of Xerox and, as a standard practice, the company requires the execution of separate agreements for its services and leased copiers. The primary objectives for acquiring the expertise of a vendor to manage print services are as follows:

- *Reduce total cost to the City
- *Reduce print volume
- *Reduce burden rates (staff time consumed for managing print supplies & repairs)
- *Optimize device utilization
- *Streamline equipment maintenance and repair
- *Maintain high levels of user satisfaction

Continuing with a managed print services model will allow the City to maintain its control and oversight of print usage, thus resulting in reduced operating costs associated with print output while still meeting business needs. In order to select an appropriate firm to provide the aforementioned services, a Request for Proposals (RFP) was issued on July 6, 2020 via the City website and posted on the PlanetBids website. Responses were required by July 20, 2020. The City received fourteen (14) proposals, but one proposal was disqualified due to not being responsive to the RFP. A review panel comprised of staff from the IT Division evaluated the thirteen (13) proposals received from qualified respondents in order to determine the vendor best suited to provide the services requested. A comprehensive, fair, and impartial evaluation of proposals was conducted in accordance with the specifications set forth within the RFP document. Established criteria were used in reviewing and comparing the proposals to determine the most suitable firm. At the conclusion of the assessment, it was determined that MRC was the most compatible choice for the award of the services agreement for Managed Print Services. MRC was the top ranked respondent due to their years of experience in the

industry, exceptional qualifications, and their ability to offer quality technology and service at a competitive price.

It is, therefore, recommended that City Council approve and authorize the City Administrator to execute a services agreement with MRC and the related lease agreement with Xerox. The proposed agreements have been reviewed and approved by the City Attorney's Office.

Fiscal Impact:

The total combined not-to-exceed value of the agreements with MRC Smart Technology Solutions and Xerox is \$96,666.66 per year for a three-year term, equating to a combined total contract value of \$290,000. The annual expense for the proposed services agreement with MRC Smart Technology Solutions and Xerox has been included in the Information Technology budget for FY 2020/2021, and shall be budgeted accordingly for each subsequent year.

Attachments:

1. [Services Agreement with MRC Smart Technology Solutions](#)
2. [Lease Agreement with Xerox](#)

SERVICES AGREEMENT BETWEEN THE CITY OF VERNON AND MRC SMART
TECHNOLOGY SOLUTIONS FOR MANAGED PRINT SERVICES

COVER PAGE

Contractor:	MRC Smart Technology Solutions
Responsible Principal of Contractor:	Kirstin Maloney, Strategic Account Executive
Notice Information - Contractor:	MRC Smart Technology Solutions 5700 Warland Drive Cypress, CA 90630 Attention: Kirstin Maloney, Strategic Account Executive
Account Executive	Phone: (949) 610-6793 Email: Kirstin.Maloney@xerox.com
Notice Information - City:	City of Vernon 4305 Santa Fe Avenue Vernon, CA 90058 Attention: Carlos R. Fandino Jr., City Administrator Telephone: (323) 583-8811 ext. 228 Email: cfandino@ci.vernon.ca.us
Commencement Date:	September 19, 2020
Termination Date:	September 18, 2023
Consideration:	Total not to exceed \$290,000.00 (includes all applicable sales tax); and more particularly described in Exhibit C
Records Retention Period	Three (3) years, pursuant to Section 11.20

SERVICES AGREEMENT BETWEEN THE CITY OF VERNON AND MRC SMART TECHNOLOGY SOLUTIONS FOR MANAGED PRINT SERVICES

This Contract is made between the City of Vernon ("City"), a California charter City and California municipal corporation ("City"), and MRC Smart Technology Solutions, a subsidiary of Xerox Corporation, a New York corporation ("Contractor").

The City and Contractor agree as follows:

1.0 EMPLOYMENT OF CONTRACTOR. City agrees to engage Contractor to perform the services as hereinafter set forth as authorized by the City Council on September 1, 2020.

2.0 SCOPE OF SERVICES.

2.1 Contractor shall perform all work necessary to complete the services set forth in the City's Request for Proposals issued on or about July 6, 2020, and titled Managed Print Services, and Contractor's proposal to the City ("Proposal") dated July 20, 2020, Exhibit "B", a copy which is attached to and incorporated into this Contract by reference.

2.2 All services shall be performed to the satisfaction of City.

2.3 All services shall be performed in a competent, professional, and satisfactory manner in accordance with the prevailing industry standards for such services.

3.0 PERSONNEL.

3.1 Contractor represents that it employs, or will employ, at its own expense, all personnel required to perform the services under this Contract.

3.2 Contractor shall not subcontract any services to be performed by it under this Contract without prior written approval of City.

3.3 All of the services required hereunder will be performed by Contractor or by City-approved subcontractors. Contractor, and all personnel engaged in the work, shall be fully qualified and authorized or permitted under State and local law to perform such services and shall be subject to approval by the City.

4.0 TERM. The term of this Contract shall commence on September 19, 2020 and it shall continue until September 18, 2023, unless terminated at an earlier date pursuant to the provisions thereof.

5.0 COMPENSATION AND FEES.

5.1 Contractor has established rates for the City of Vernon which are comparable to and do not exceed the best rates offered to other governmental entities in and around Los Angeles County for the same services. For satisfactory and timely performance of the services, the City will pay Contractor in accordance with the payment schedule set forth in Exhibit "C" attached hereto and incorporated herein by reference.

5.2 Contractor's grand total compensation for the entire term of this Contract, shall not exceed \$290,000.00 without the prior authorization of the City, as appropriate, and written amendment of this Contract.

5.3 Contractor shall, at its sole cost and expense, furnish all necessary and incidental labor, material, supplies, facilities, equipment, and transportation which may be required for furnishing services pursuant to this Contract. Materials shall be of the highest quality. The above Contract fee shall include all staff time and all clerical, administrative, overhead, insurance, reproduction, telephone, air travel, auto rental, subsistence, and all related costs and expenses.

5.4 City shall reimburse Contractor only for those costs or expenses specifically approved in this Agreement, or specifically approved in writing in advance by City. Unless otherwise approved, such costs shall be limited and include nothing more than the following costs incurred by Contractor:

5.4.1 The actual costs of subcontractors for performance of any of the services that Contractor agrees to render pursuant to this Agreement, which have been approved in advance by City and awarded in accordance with this Agreement.

5.4.2 Approved reproduction charges.

5.4.3 Actual costs and/or other costs and/or payments specifically authorized in advance in writing and incurred by Contractor in the performance of this Agreement.

5.5 Contractor shall not receive any compensation for extra work performed without the prior written authorization of City. As used herein, "extra work" means any work that is determined by City to be necessary for the proper completion of the Project, but which is not included within the Scope of Services and which the parties did not reasonably anticipate would be necessary at the time of execution of this Agreement. Compensation for any authorized extra work shall be paid in accordance with the payment schedule as set forth in Exhibit "C," if the extra work has been approved by the City.

5.6 Licenses, Permits, Fees, and Assessments. Contractor shall obtain, at Contractor's sole cost and expense, such licenses, permits, and approvals as may be required by law for the performance of the services required by this Agreement. Contractor shall have the sole obligation to pay for any fees, assessments, and taxes, plus applicable penalties and interest, which may be imposed by law and which arise from or are necessary for the performance of the Services by this Agreement.

6.0 PAYMENT.

6.1 As scheduled services are completed, Contractor shall submit to the City an invoice for the services completed, authorized expenses, and authorized extra work actually performed or incurred according to said schedule.

6.2 Each such invoice shall state the basis for the amount invoiced, including a detailed description of the services completed, the number of hours spent, reimbursable expenses incurred and any extra work performed.

6.3 Contractor shall also submit a progress report with each invoice that describes in reasonable detail the services and the extra work, if any, performed in the immediately preceding calendar month.

6.4 Contractor understands and agrees that invoices which lack sufficient detail to measure performance will be returned and not processed for payment.

6.5 City will pay Contractor the amount invoiced within thirty (30) days after the City approves the invoice.

6.6 Payment of such invoices shall be payment in full for all services, authorized costs, and authorized extra work covered by that invoice.

7.0 CITY'S RESPONSIBILITY. City shall cooperate with Contractor as may be reasonably necessary for Contractor to perform its services; and will give any required decisions as promptly as practicable so as to avoid unreasonable delay in the progress of Contractor's services.

8.0 COORDINATION OF SERVICES. Contractor agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants, and other staff at all reasonable times.

9.0 INDEMNITY. Contractor agrees to indemnify City, its officers, elected officials, employees and agents against, and will hold and save each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities (herein "claims or liabilities"), including but not limited to professional negligence, that may be asserted or claimed by any person, firm or entity arising out of or in connection with the work, operations or activities of Contractor, its agents, employees, subcontractors, or invitees, provided for herein, or arising from the acts or omissions of Contractor hereunder, or arising from Contractor's performance of or failure to perform any term, provision, covenant or condition of this Agreement, except to the extent such claims or liabilities arise from the gross negligence or willful misconduct of City, its officers, elected officials, agents or employees.

10.0 INSURANCE. Contractor shall, at its own expense, procure and maintain policies of insurance of the types and in the amounts set forth below, for the duration of the Contract, including any extensions thereto. The policies shall state that they afford primary

coverage.

i. Automobile Liability with minimum limits of at least \$1,000,000 combined single limit, including owned, hired, and non-owned liability coverage.

ii. Contractor agrees to subrogate automobile liability resulting from performance under this agreement by agreeing to defend, indemnify and hold harmless, the City, and its respective employees, agents, and City Council from and against all claims, liabilities, suits, losses, damages, injuries and expenses, including all costs and reasonable attorney's fees ("Claims"), which are attributable to any act or omission by the City under the performance of the services.

iii. General Liability with minimum limits of at least \$1,000,000 per occurrence and \$2,000,000 aggregate written on an Insurance Services Office (ISO) Comprehensive General Liability "occurrence" form or its equivalent for coverage on an occurrence basis.

Premises/Operations and Personal Injury coverage is required. The City of Vernon, its directors, commissioners, officers, employees, agents, and volunteers must be endorsed on the policy as additional insureds as respects liability arising out of the Contractor's performance of this Contract.

(1) If Contractor employs other contractors as part of the services rendered, Contractor's Protective Coverage is required. Contractor may include all subcontractors as insureds under its own policy or shall furnish separate insurance for each subcontractor, meeting the requirements set forth herein.

(2) Contractor agrees to subrogate General Liability resulting from performance under this agreement by agreeing to defend, indemnify and hold harmless, the City, and its respective employees, agents, and City Council from and against all claims, liabilities, suits, losses, damages, injuries and expenses, including all costs and reasonable attorney's fees ("Claims"), which are attributable to any act or omission by the City under

the performance of the services.

iv. Technology Professional Liability Errors and Omissions coverage in a sum of at least \$1,000,000 per claim/occurrence and \$2,000,000 policy aggregate. Coverage shall be sufficiently broad to respond to duties and obligation as is undertaken by Contractor in this agreement and shall include but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response costs as well as regulatory fines, penalties and credit monitoring expenses with limits sufficient to respond to these obligations.

v. Contractor shall comply with the applicable sections of the California Labor Code concerning workers' compensation for injuries on the job. In addition, Contractor shall require each subcontractor to similarly maintain workers' compensation insurance in accordance with the laws for California for all of the subcontractor's employees. Compliance is accomplished in one of the following manners:

- (1) Provide copy of permissive self-insurance certificate approved by the State of California; or
- (2) Secure and maintain in force a policy of workers' compensation insurance with statutory limits and Employer's Liability Insurance with a minimal limit of \$1,000,000 per accident. The policy shall be endorsed to waive all rights of subrogation against City, its directors, commissioners, officers, employees, and volunteers for losses arising from performance of this Contract; or
- (3) Provide a "waiver" form certifying that no employees subject to the Labor Code's Workers' Compensation provision will be used in performance of this Contract.

vi. Each insurance policy included in this clause shall be endorsed to state that coverage shall not be cancelled except after thirty (30) days' prior written notice to City.

vii. Insurance shall be placed with insurers with a Best's rating of no less than A-VIII.

viii. Prior to commencement of performance, Contractor shall furnish City with a certificate of insurance for each policy. Each certificate is to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificate(s) must be in a form approved by City. City may require complete, certified copies of any or all policies at any time.

ix. Failure to maintain required insurance at all times shall constitute a default and material breach. In such event, Contractor shall immediately notify City and cease all performance under this Contract until further directed by the City. In the absence of satisfactory insurance coverage, City may, at its option: (a) procure insurance with collection rights for premiums, attorney's fees and costs against Contractor by way of set-off or recoupment from sums due to Contractor, at City's option; (b) immediately terminate this Contract and seek damages from the Contract resulting from said breach; or (c) self-insure the risk, with all damages and costs incurred, by judgment, settlement or otherwise, including attorney's fees and costs, being collectible from Contractor, by way of set-off or recoupment from any sums due to Contractor.

11.0 GENERAL TERMS AND CONDITIONS.

11.1 INDEPENDENT CONTRACTOR.

11.1.1 It is understood that in the performance of the services herein provided for, Contractor shall be, and is, an independent contractor, and is not an agent, officer or employee of City and shall furnish such services in its own manner and method except as required by this Contract, or any applicable statute, rule, or regulation. Further, Contractor has and shall retain the right to exercise full control over the employment, direction, compensation and discharge of all persons employed by Contractor in the performance of the services hereunder. City assumes no liability for Contractor's actions and performance, nor assumes responsibility for taxes, bonds, payments, or other commitments, implied or explicit, by or for

Contractor. Contractor shall be solely responsible for, and shall indemnify, defend and save City harmless from all matters relating to the payment of its employees, subcontractors and independent contractors, including compliance with social security, withholding and all other wages, salaries, benefits, taxes, exactions, and regulations of any nature whatsoever.

11.1.2 Contractor acknowledges that Contractor and any subcontractors, agents or employees employed by Contractor shall not, under any circumstances, be considered employees of the City, and that they shall not be entitled to any of the benefits or rights afforded employees of City, including, but not limited to, sick leave, vacation leave, holiday pay, Public Employees Retirement System benefits, or health, life, dental, long-term disability or workers' compensation insurance benefits.

11.2 CONTRACTOR NOT AGENT. Except as the City may authorize in writing, Contractor and its subcontractors shall have no authority, express or implied, to act on behalf of or bind the City in any capacity whatsoever as agents or otherwise.

11.3 OWNERSHIP OF WORK. All documents and materials furnished by the City to Contractor shall remain the property of the City and shall be returned to the City upon termination of this Agreement. All reports, drawings, plans, specifications, computer tapes, floppy disks and printouts, studies, memoranda, computation sheets, and other documents prepared by Contractor in furtherance of the work shall be the sole property of City and shall be delivered to City whenever requested at no additional cost to the City. Contractor shall keep such documents and materials on file and available for audit by the City for at least three (3) years after completion or earlier termination of this Contract. Contractor may make duplicate copies of such materials and documents for its own files or for such other purposes as may be authorized in writing by the City.

11.4 CORRECTION OF WORK. Contractor shall promptly correct any defective, inaccurate or incomplete tasks, deliverables, goods, services and other work, without additional cost to the City. The performance or acceptance of services furnished by Contractor

shall not relieve the Contractor from the obligation to correct subsequently discovered defects, inaccuracy, or incompleteness.

11.5 RESPONSIBILITY FOR ERRORS. Contractor shall be responsible for its work and results under this Agreement. Contractor, when requested, shall furnish clarification and/or explanation as may be required by the City, regarding any services rendered under this Agreement at no additional cost to City. In the event that an error or omission attributable to Contractor occurs, then Contractor shall, at no cost to City, provide all necessary design drawings, estimates and other Contractor professional services necessary to rectify and correct the matter to the sole satisfaction of City and to participate in any meeting required with regard to the correction.

11.6 WAIVER. The City's waiver of any term, condition, breach, or default of this Contract shall not be considered to be a waiver of any other term, condition, default or breach, nor of a subsequent breach of the one waived. The delay or failure of either party at any time to require performance or compliance by the other of any of its obligations or agreements shall in no way be deemed a waiver of those rights to require such performance or compliance. No waiver of any provision of this Agreement shall be effective unless in writing and signed by a duly authorized representative of the party against whom enforcement of a waiver is sought.

11.7 SUCCESSORS. This Contract shall inure to the benefit of, and shall be binding upon, the parties hereto and their respective heirs, successors, and/or assigns.

11.8 NO ASSIGNMENT. Contractor shall not assign or transfer this Contract or any rights hereunder without the prior written consent of the City and approval by the City Attorney, which may be withheld in the City's sole discretion. Any unauthorized assignment or transfer shall be null and void and shall constitute a material breach by the Contractor of its obligations under this Contract. No assignment shall release the original parties from their obligations or otherwise constitute a novation.

11.9 COMPLIANCE WITH LAWS. Contractor shall comply with all Federal,

State, County and City laws, ordinances, rules and regulations, which are, as amended from time to time, incorporated herein and applicable to the performance hereof, including but without limitation, the Vernon Living Wage Ordinance. Violation of any law material to performance of this Contract shall entitle the City to terminate the Contract and otherwise pursue its remedies. Further, if the Contractor performs any work knowing it to be contrary to such laws, rules, and regulations Contractor shall be solely responsible for all costs arising therefrom.

11.10 ATTORNEY'S FEES. If any action at law or in equity is brought to enforce or interpret the terms of this Contract, the prevailing party shall be entitled to reasonable attorney's fees, costs, and necessary disbursements in addition to any other relief to which such party may be entitled.

11.11 INTERPRETATION.

11.11.1 Applicable Law. This Contract shall be deemed a contract and shall be governed by and construed in accordance with the laws of the State of California. Contractor agrees that the State and Federal courts which sit in the State of California shall have exclusive jurisdiction over all controversies and disputes arising hereunder, and submits to the jurisdiction thereof.

11.11.2 Entire Agreement. This Contract, including any exhibits attached hereto, constitutes the entire agreement and understanding between the parties regarding its subject matter and supersedes all prior or contemporaneous negotiations, representations, understandings, correspondence, documentation, and agreements (written or oral).

11.11.3 Written Amendment. This Contract may only be changed by written amendment signed by Contractor and the City Administrator or other authorized representative of the City, subject to any requisite authorization by the City Council. Any oral representations or modifications concerning this Contract shall be of no force or effect.

11.11.4 Severability. If any provision in this Contract is held by any court of competent jurisdiction to be invalid, illegal, void, or unenforceable, such portion shall be

deemed severed from this Contract, and the remaining provisions shall nevertheless continue in full force and effect as fully as though such invalid, illegal, or unenforceable portion had never been part of this Contract.

11.11.5 Order of Precedence. In case of conflict between the terms of this Contract and the terms contained in any document attached as an Exhibit or otherwise incorporated by reference, the terms of this Contract shall strictly prevail. The terms of the City's Request for Proposals shall control over the Contractor's Proposal.

11.11.6 Duplicate Originals. There shall be two (2) fully signed copies of this Contract, each of which shall be deemed an original.

11.11.7 Construction. In the event an ambiguity or question of intent or interpretation arises with respect to this Agreement, this Agreement shall be construed as if drafted jointly by the parties and in accordance with its fair meaning. There shall be no presumption or burden of proof favoring or disfavoring any party by virtue of the authorship of any of the provisions of this Agreement.

11.12 TIME OF ESSENCE. Time is strictly of the essence of this contract and each and every covenant, term, and provision hereof.

11.13 AUTHORITY OF CONTRACTOR. The Contractor hereby represents and warrants to the City that the Contractor has the right, power, legal capacity, and authority to enter into and perform its obligations under this Contract, and its execution of this Contract has been duly authorized.

11.14 ARBITRATION OF DISPUTES. Any dispute for under \$25,000 arising out of or relating to the negotiation, construction, performance, non-performance, breach, or any other aspect of this Contract, shall be settled by binding arbitration in accordance with the Commercial Rules of the American Arbitration Association at Los Angeles, California and judgment upon the award rendered by the Arbitrators may be entered in any court having

jurisdiction thereof. The City does not waive its right to object to the timeliness or sufficiency of any claim filed or required to be filed against the City and reserves the right to conduct full discovery.

11.15 NOTICES. Any notice or demand to be given by one party to the other must be given in writing and by personal delivery or prepaid first-class, registered or certified mail, addressed as follows. Notice simply to the City of Vernon or any other City department is not adequate notice.

If to the City:

City of Vernon
Attention: Ernesto Smith, Information Technology Manager
4305 Santa Fe Avenue
Vernon, CA 90058

If to the Contractor:

MRC Smart Technology Solutions
Attention: Kirstin Maloney, Strategic Account Executive
5700 Warland Drive
Cypress, CA 90630

Any such notice shall be deemed to have been given upon delivery, if personally delivered, or, if mailed, upon receipt, or upon expiration of three (3) business days from the date of posting, whichever is earlier. Either party may change the address at which it desires to receive notice upon giving written notice of such request to the other party.

11.16 NO THIRD PARTY RIGHTS. This Agreement is entered into for the sole benefit of City and Contractor and no other parties are intended to be direct or incidental beneficiaries of this Agreement and no third party shall have any right or remedy in, under, or to this Agreement.

11.17 TERMINATION FOR CONVENIENCE (Without Cause). City may terminate this Contract in whole or in part at any time, for any cause or without cause, upon fifteen (15) calendar days' written notice to Contractor. If the Contract is thus terminated by City for reasons other than Contractor's failure to perform its obligations, City shall pay Contractor a

prorated amount based on the services satisfactorily completed and accepted prior to the effective date of termination. Such payment shall be Contractor's exclusive remedy for termination without cause.

11.18 DEFAULT. In the event either party materially defaults in its obligations hereunder, the other party may declare a default and terminate this Contract by written notice to the defaulting party. The notice shall specify the basis for the default. The Contract shall terminate unless such default is cured before the effective date of termination stated in such notice, which date shall be no sooner than ten (10) days after the date of the notice. In case of default by Contractor, the City reserves the right to procure the goods or services from other sources and to hold the Contractor responsible for any excess costs occasioned to the City thereby. Contractor shall not be held accountable for additional costs incurred due to delay or default as a result of Force Majeure. Contractor must notify the City immediately upon knowing that non-performance or delay will apply to this Contract as a result of Force Majeure. At that time Contractor is to submit in writing a Recovery Plan for this Contract. If the Recovery Plan is not acceptable to the City or not received within 10 days of the necessary notification of Force Majeure default, then the city may cancel this order in its entirety at no cost to the City, owing only for goods and services completed to that point.

11.19 TERMINATION FOR CAUSE. Termination for cause shall relieve the terminating party of further liability or responsibility under this Contract, including the payment of money, except for payment for services satisfactorily and timely performed prior to the service of the notice of termination, and except for reimbursement of (1) any payments made by the City for service not subsequently performed in a timely and satisfactory manner, and (2) costs incurred by the City in obtaining substitute performance. If this Agreement is terminated as provided herein, City may require, at no additional cost to City, that Contractor provide all finished or unfinished documents, data, and other information of any kind prepared by Contractor in connection with the performance of Services under this Agreement. Contractor

shall be required to provide such document and other information within fifteen (15) days of the request.

11.19.1 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

11.20 MAINTENANCE AND INSPECTION OF RECORDS.

The City, or its authorized auditors or representatives, shall have access to and the right to audit and reproduce any of the Contractor's records to the extent the City deems necessary to insure it is receiving all money to which it is entitled under the Contract and/or is paying only the amounts to which Contractor is properly entitled under the Contract or for other purposes relating to the Contract.

The Contractor shall maintain and preserve all such records for a period of at least three (3) years after termination of the Contract.

The Contractor shall maintain all such records in the City of Vernon. If not, the Contractor shall, upon request, promptly deliver the records to the City of Vernon or reimburse the City for all reasonable and extra costs incurred in conducting the audit at a location other than the City of Vernon, including, but not limited to, such additional (out of the City) expenses for personnel, salaries, private auditors, travel, lodging, meals, and overhead.

11.21 CONFLICT. Contractor hereby represents, warrants, and certifies that no member, officer, or employee of the Contractor is a director, officer, or employee of the City of Vernon, or a member of any of its boards, commissions, or committees, except to the extent permitted by law.

11.22 HEADINGS. Paragraphs and subparagraph headings contained in this Agreement are included solely for convenience and are not intended to modify, explain or to be a full or accurate description of the content thereof and shall not in any way affect the meaning or interpretation of this Agreement.

11.23 ENFORCEMENT OF WAGE AND HOUR LAWS. Eight hours labor constitutes a legal day's work. The Contractor, or subcontractor, if any, shall forfeit twenty-five dollars (\$25) for each worker employed in the execution of this Agreement by the respective Contractor or subcontractor for each calendar day during which the worker is required or permitted to work more than 8 hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Sections 1810 through 1815 of the California Labor Code as a penalty paid to the City; provided, however, work performed by employees of contractors in excess of 8 hours per day, and 40 hours during any one week, shall be permitted upon compensation for all hours worked in excess of 8 hours per day at not less than 1½ times the basic rate of pay.

11.24 Contractor, and any Subcontractor(s), shall comply with the City's Living Wage Ordinance. The current Living Wage Standards are set forth in Exhibit "D". Upon the City's request, certified payroll records shall promptly be provided to the City.

11.25 EQUAL EMPLOYMENT OPPORTUNITY PRACTICES. Contractor certifies and represents that, during the performance of this Contract, it and any other parties with whom it may subcontract shall adhere to equal employment opportunity practices to assure that applicants, employees and recipients of service are treated equally and are not discriminated against because of their race, religion, color, national origin, ancestry, disability, sex, age, medical condition, sexual orientation or marital status. Contractor further certifies that it will not maintain any segregated facilities. Contractor further agrees to comply with The Equal Employment Opportunity Practices provisions as set forth in Exhibit "E".

[Signatures Begin on Next Page].

IN WITNESS WHEREOF, the Parties have signed this Agreement as of the Commencement Date stated on the cover page.

City of Vernon, a California charter City
and California municipal corporation

MRC Smart Technology Solutions, a
subsidiary of Xerox, a New York corporation

By: _____
Carlos R. Fandino, Jr.,
City Administrator

By: _____

Name: _____

Title: _____

ATTEST:

Lisa Pope, City Clerk

By: _____

Name: _____

Title: _____

APPROVED AS TO FORM:

Arnold M. Alvarez-Glasman,
Interim City Attorney

EXHIBIT A

MRC SMART TECHNOLOGY SOLUTIONS SERVICE AGREEMENT

“Common Sense” Total Satisfaction Program

“Common Sense” Total Satisfaction Guarantee If the equipment you ordered under this agreement does not perform according to any of the guarantees listed below, MRC Smart Technologies will, at your request, replace it with a machine of comparable performance and features at no additional cost. This guarantee will be effective for the term of your lease/rental or for 36 months from date of installation on purchased equipment. This guarantee applies only to equipment which has been continuously maintained by MRC under a MRC Full Service Agreement.

“Common Sense” Performance Guarantees

All systems recommended exceed your current needs for volume capacity and meet or exceed all of your requested functionality.

Fleet Equipment uptime of at least 95%. Uptime will be calculated on a quarterly basis. Equipment uptime percentage is calculated using the sum of normal business hours for each system installed (9 hours per business day) minus all business hours lost due to downtime.
Example: 100 Business Hours- 3 hours downtime= 97% uptime

4 hour average service response time. For machines located beyond 30 miles of your MRC servicing location, the guarantee will be 8 hour average response time (minimum of 2 calls).


Loaner equipment available for any unit that will be down more than 1 business day

Authorized parts and supplies for all systems

Excludes all units installed in a production or print for pay environment

This guarantee only applies to the 12 Leased copiers for the term on the face of the agreement.

Client Signature / Date

 8/24/20

MRC Signature / Date

SERVICE AGREEMENT TERMS AND CONDITIONS

1. This required Service Agreement Terms and Conditions ("Agreement") is attached to and made a part of the Service Agreement between Customer and MRC. This Agreement covers required maintenance and all toner and ink cartridges ("Supplies") provided by MRC necessitated by normal use by the Customer, as listed on page one, of Newly Acquired Machines from MRC as listed on Schedule A, and Pre-Existing Customer Machines. Damage to the Equipment or its parts caused by misuse, abuse, or negligence beyond MRC's control are not covered. MRC reserves the right to replace the Equipment rather than repair it, at no cost to the Customer, if it is determined by MRC service personnel that it is more cost effective. In the event Equipment cannot be repaired by MRC due to age, expected life meter range, excessive volume usage, chronic failure, parts unavailability or other reasons outside of MRC's control, Customer has the option of replacing it by purchasing new Equipment, or a mutually agreed upon used piece of Equipment, or rebalancing its fleet. MRC may terminate this Agreement in the event: preexisting Customer Equipment is not in good working order as of the Start date of the Agreement, or any Equipment is: modified, altered, serviced by personnel other than those authorized by MRC, damaged in a move, given supply items other than those provided by MRC that, in MRC's judgment, increase the cost of basic service, and in all such cases Customer agrees to pay MRC for MRC Supplies installed in Customer's Equipment that will be left with Customer at contract termination. Parts and drums required for repair may be recovered or reprocessed, and replaced parts and drums will become the property of MRC at its option. The Customer's Equipment installation site must, at all times, conform to manufacturers recommended space, electrical, and environmental requirements. Customer will provide, at no charge to MRC, access to the Equipment. When customer initiates the request for repair, if access is denied for greater than fifteen minutes, then Customer will pay a separate labor charge. MRC Onsite service hours are from 8:00am to 5:00pm Monday through Friday excluding MRC Holidays. This Agreement covers Equipment Analyst Services/Network Support provided by MRC for the first 30 days from the Start Date only. Analyst Services/Network Support beyond the initial 30 days is offered by MRC on a separate Assurance+ Support Agreement or billed hourly. This Agreement excludes removing data from the Equipment. Customer is responsible for data stored on the equipment. Data wipes, hard drive removals and other security services are offered by MRC on a separate agreement. More information on Data Security and Network Support Services is available on our website www.mrc360.com/solutions/assurance-plus-contract.

2. Except as otherwise expressly indicated herein, this Agreement is non-cancellable and will commence on the Start Date and remain in effect throughout the term as stated on the signature page. If a party is in material breach of its obligations under this Agreement and fails to cure such breach within thirty (30) days from the date it receives written notice from the non-breaching party which sets forth in reasonable detail the nature of the breach, then the non-breaching party shall have the option to terminate this Agreement immediately by written notice. MRC reserves the right to cancel this agreement, at any time, and without cause. The Base Rate will be billed in advance of the time period covered. The Overage Rate will be billed at the end of the time period covered. Unused allowances expire at the end of the applicable billing period and are not carried over to future periods. Customer agrees to remit payment for MRC invoices within thirty (30) days of invoice date. Any invoice(s) open and undisputed shall be assessed a late fee, not to exceed 10% of Total Invoice. All taxes resulting from this Agreement are the responsibility of the Customer. Shipping charges will be billed at \$9.98 per month for auto shipments. If customer ops out of auto shipments they agree to be billed \$15.00 per supply order. Customer parking charges incurred by MRC Service Technicians in connection with this Agreement will be billed to the Customer. All Magnetic Ink Character Recognition toner (MICR toner) ordered by Customer will be invoiced separately at an additional charge unless specifically identified and incorporated within this Agreement. If Customer fails to timely pay invoices when due, MRC, at its sole discretion, may (1) refuse to provide service and or Supplies until past invoices are paid in full, (2) furnish all future service and Supplies on a C.O.D. "Per Call" basis at MRC's rates and/or (3) accelerate all remaining amounts due hereunder and terminate this Agreement. MRC may increase either or both the monthly Base Rate or the Overage Rate on an annual basis. MRC shall be entitled to and Customer shall pay all costs and expenses, including attorneys' fees incurred by MRC in any collection efforts of any amounts due hereunder. A Page/Print/Copy/Image is defined as a standard 8.5" x 11" Page/Print/Copy/Image. MRC reserves the right to charge an appropriate additional amount for sizes over 8.5" x 11". If Customer requires any specialized procedure or invoicing, Company reserves the right to bill an administrative fee not to exceed \$100 per invoice.

3. Customer is required to notify MRC within one week upon installation of any additional Equipment at Customer's site capable of using MRC Supplies provided by MRC under this Agreement. Upon installation of said Equipment, such Equipment shall automatically be covered by this Agreement and shall be considered the Equipment for all purposes under this Agreement. For Equipment Adds or Remove, Customer must print out and submit to MRC a configuration sheet generated from the Equipment being added or removed showing current meter reads. The Equipment Serial Number and Date must be clearly printed or written on the configuration sheet. Configuration sheets may be emailed to MRC at mrccontracts@mrc360.com or faxed to 858-573-1962 with a proper cover sheet. If Customer is unable to provide configuration sheets in a reasonable amount of time, MRC will, at its sole discretion, convert the Equipment to MRC's current flat rate monthly pricing program. Customer agrees to pay the monthly flat rate pricing charges until a current configuration report is provided and customer requests to change the equipment pricing program to a cost per page program. If MRC is unable to collect a start meter read on any device listed on Schedule A, then MRC will convert the Equipment to MRC's current flat rate monthly pricing program. MRC reserves the right to refuse Service and Supplies on certain devices and can elect to refuse to flat rate devices based on age of the Equipment. MRC reserves the right to convert any Equipment on MRC's Flat Rate Service Programs to MRC's current Cost Per Copy rates for all machines that are reporting on the MRC approved remote meter collection software ("360-App").

4. REMOTE METER COLLECTION. Customer agrees to install the MRC approved remote meter collection software ("360-App") on its server or network PC which will allow MRC to collect meter reads and monitor supply levels to detect the need to ship refills on a timely basis. Customer agrees to provide MRC reasonable assistance as required to maximize the number of Equipment reporting remotely to MRC. Equipment that will not report remotely will be identified and an alternate method of meter collection will be assigned. Reads can be reported via email to mrcmeters@mrc360.com. In the event meter reads are not reported for any Equipment, MRC will estimate usage of such unreported Equipment based on internally established procedures for billing purposes. The pricing of this Agreement has factored in the 360-App being installed and reporting meters automatically. If the 360-App is offline for greater than one (1) billing cycle or customer refuses to allow 360-App to be loaded, a \$5.00 fee will apply per month per Device.

5. TAXES. Payments are exclusive of all state and local sales, use, excise, privilege and similar taxes. You will pay when due, either directly or to us upon demand, all taxes, fines and penalties relating to this Agreement that are now or in the future assessed or levied.

6. DIAGNOSTIC SOFTWARE. Software used to evaluate or maintain the Equipment ("Diagnostic Software") is included with the Equipment. Diagnostic Software is a valuable trade secret of Company, or its Licensors. Title to Diagnostic Software will remain with Company or its licensors. Company does not grant Customer any right to use Diagnostic Software, and Customer will not access, use, reproduce, distribute or disclose Diagnostic Software for any purpose (or allow third parties to do so). Customer will allow Company reasonable access to the Equipment to remove or disable Diagnostic Software if Customer is no longer receiving Service from Company, provided that any on-site access to Customer's facility will be during Customer's standard business hours.

7. SUPPLIES. Supplies provided under this Agreement shall remain the property of MRC provided however, Customer may use any Supplies delivered to the Customer's Site under this Agreement in the Equipment on an as-needed basis, and the ownership rights to the Supplies shall transfer from MRC to Customer upon Customer's full payment for such Supplies. Customer agrees the Supplies in this Agreement are provided based on the industry standard 5% page area coverage. When Customer's ordering or receipt of Supplies multiplied by the manufacturer's standard yield of pages is actually higher than the pages billed under this Agreement then Customer agrees to pay MRC's separate invoice for excess supply usage within five (5) business days of the date on the supplemental supply invoice. Customer agrees that MRC may periodically pick up any Supplies at the Customer's Site that MRC deems is over normal stocking quantity. Customer shall promptly return to MRC all Supplies not installed in Equipment at the termination or expiration of this Agreement or pay for any Supplies not returned within five (5) business days.

Customer Initials _____

MRC initials

MPW

8. SOFTWARE LICENSE. Company grants (and is hereby authorized by its licensor's to grant) you a non-exclusive, non-transferable license to use in the U.S.: (a) software and accompanying documentation ("Base Software") only with the Equipment with which it was delivered; and (b) Software that is set forth as a separate line item in this Agreement ("Application Software") (including its accompanying documentation), as applicable, for as long as you are current in the payment of all applicable software license fees. "Base Software" and "Application Software" are referred to collectively as "Licensed Software". You have no other rights and may not: (1) distribute, copy, modify, create derivatives of, decompile, or reverse engineer Licensed Software; (2) activate Licensed Software delivered with the Equipment in an inactivated state; or (3) allow others to engage in same. Title to, and all intellectual property rights in, Licensed Software will reside solely with Company and/or its licensors (who will be considered third-party beneficiaries of this Section). Licensed Software may contain code capable of automatically disabling the Equipment. Disabling code may be activated if: (x) Company is denied access to periodically reset such code; (y) you are notified of a default under this Agreement; or (z) your license is terminated or expires. The Base Software license will terminate: (i) if you no longer use or possess the Equipment; or (ii) upon the expiration or termination of this Agreement, unless you have exercised your option to purchase the Equipment. Neither Company nor its licensors warrant that Licensed Software will be free from errors or that its operation will be uninterrupted. The foregoing terms do not apply to Diagnostic Software or to Licensed Software/documentation accompanied by a clickwrap or shrink-wrap license agreement or otherwise made subject to a separate license agreement.

9. SOFTWARE SUPPORT. Except for Products and/or Third-Party Products identified as "No Svc.", Company (or a designated servicer) will provide the software support set forth below or in accordance with an attached statement of work ("Software Support"). For Base Software for Equipment, Software Support will be provided during the initial Term and any renewal period but in no event longer than 5 years after Company stops taking customer orders for the subject model of Equipment. For Application Software, Software Support will be provided as long as you are current in the payment of all applicable software license and support fees. Company will maintain a web-based or toll-free hotline during Company's standard working hours to report Licensed Software problems and answer Licensed Software-related questions. Company, either directly or with its vendors, will make reasonable efforts to: (a) assure that Licensed Software performs in material conformity with its user documentation; (b) provide available workarounds or patches to resolve Licensed Software performance problems; and (c) resolve coding errors for (i) the current Release and (ii) the previous Release for a period of 6 months after the current Release is made available to you. Company will not be required to provide Software Support if you have modified the Licensed Software. New releases of Licensed Software that primarily incorporate compliance updates and coding error fixes are designated as "Maintenance Releases" or "Updates". Maintenance Releases or Updates that Company may make available will be provided at no charge and must be implemented within six months. New releases of Licensed Software that include new content or functionality ("Feature Releases") will be subject to additional license fees at then-current pricing. Maintenance Releases, Updates and Feature Releases are collectively referred to as "Releases". Each Release will be considered Licensed Software governed by the Software License and Licensed Software Support provisions of this Agreement (unless otherwise noted). Implementation of a Release may require you to procure, at your expense, additional hardware and/or software from Company or another entity. Upon installation of a Release, you will return or destroy all prior Releases. For Third Party Software identified as "No Svc.", you shall enter into a support agreement with a Third-Party Software vendor or its support services provider, who shall be solely responsible for the quality, timeliness and other terms and conditions of such support services. Company shall have no liability for the acts or omissions of such third-party support services provider.

10. WARRANTY. You acknowledge that the Equipment covered by this Agreement was selected by You based upon Your own judgment. COMPANY MAKES NO REPRESENTATIONS OR WARRANTIES, EXPRESS OR IMPLIED, ORAL OR WRITTEN, INCLUDING, WITHOUT LIMITATION, IMPLIED WARRANTIES OF NON-INFRINGEMENT; IMPLIED WARRANTIES OF MERCHANTABILITY; OR FITNESS FOR A PARTICULAR PURPOSE, ALL OF WHICH ARE SPECIFICALLY AND UNRESERVEDLY EXCLUDED.

11. LIMITATION OF LIABILITY. In no event, shall Company be liable for any indirect, special, incidental, consequential damages, loss of profits, or punitive damages whether based in contract, tort, or any other legal theory and irrespective of whether Company has notice of the possibility of such damages.

12. DEFAULT; REMEDIES: Any of the following events or conditions shall constitute an Event of Default under this Agreement: (a) failure to make payment when due of any indebtedness to Company or for the Equipment, whether or not arising under this Agreement, without notice or demand by Company; (b) breach by You of any obligation herein; or (c) if You cease doing business as a going concern. If You default, Company may: (1) require future Services, including supplies, be paid for in advance, (2) require You to immediately pay the amount of the remaining unpaid balance of the Agreement, (3) terminate any and all agreements with You, and/or (4) pursue any other remedy permitted at law or in equity. In the Event of Default, remaining payment amounts due will be calculated using the average of the last six months' billing or the amount set forth on the face of the Agreement, whichever is greater, multiplied by the remaining months of the Agreement. You agree that any delay or failure of Company to enforce its rights under this Agreement does not prevent Company from enforcing any such right at a later time. All of Company's rights and remedies survive the termination of this Agreement. In the event of a dispute arising out of this Agreement or the Equipment listed herein, should it prevail, Company shall be entitled to collection of its reasonable costs and attorneys' fees incurred in defending or enforcing this Agreement, whether or not litigation is commenced.

13. ASSIGNMENT. You may not sell, transfer, or assign this Agreement without the prior written consent of Company. Company may sell, assign or transfer this Agreement.

14. NOTICES. All notices required or permitted under this Agreement shall be by overnight courier or by registered mail to such party at the address set forth in this Agreement, or at such other address as such party may designate in writing from time to time. Any notice from Company to You shall be effective three days after it has been deposited in the mail, duly addressed, or one day if sent via overnight courier.

15. INDEMNIFICATION. You are responsible for and agree to indemnify and hold Us harmless from, any and all (a) losses, damages, penalties, claims, suits and actions (collectively, "Claims"), whether based on a theory of contract, tort, strict liability of otherwise caused by or related to Your use or possession of the Equipment, and (b) all costs and attorneys' fees incurred by Us relating to such claim.

16. FAX/ELECTRONIC EXECUTION. A faxed or electronically transmitted version of this Agreement may be considered the original and You will not have the right to challenge in court the authenticity or binding effect of any faxed or scanned copy or signature thereon. This Agreement may be signed in counterparts and all counterparts will be considered and constitute the same Agreement.

17. MISCELLANEOUS. (a) Choice of Law. This Agreement shall be governed by the laws of the state of California (without regard to the conflict of laws or principles of such states); (b) Jury Trial. YOU EXPRESSLY WAIVE TRIAL BY JURY AS TO ALL ISSUES ARISING OUT OF OR RELATED TO THIS AGREEMENT; (c) Entire Agreement. This Agreement constitutes the entire agreement between the parties with regards to the Services herein and supersedes all prior agreements, proposals or negotiations, whether oral or written regarding the Services set forth herein; (d) Enforceability. If any provision of this Agreement is unenforceable, illegal or invalid, the remaining provisions will remain in full force and effect; (e) Amendments. This Agreement may not be amended or modified except by a writing signed by the parties; provided You agree that we are authorized, without notice to You, to supply missing information or correct obvious errors provided that such change does not materially alter Your obligations; (f) Force Majeure. Company shall not be responsible for delays or inability to provide Services caused directly or indirectly by strikes, accidents, climate conditions, parts availability, unsafe travel conditions, or other reasons beyond our control; (g) Company has the right to modify/correct any clerical errors.

18. REPLACEMENT GUARANTEE. Should your Printer mainframe fail to perform as outlined above, you must notify MRC at its corporate address in care of the Director of Service. MRC will have 30 working days to repair your Printer to factory specifications or, if unable to do so, replace it with a device of equal capabilities and features, at no additional cost to you. Replacement guarantee does not apply to Printers with manufacturer date greater than 7 years at point of failure.

19. CANCELLATION CLAUSE. To opt out of the Maintenance Agreement for MPS contracts only, the customer must provide a 60 day notice in writing and pay one times the base amount for the number of years of the contract. For example, 3 years (36 months) contracts have a termination fee of 3 times the monthly base payment. If the contract includes equipment built in the monthly payment, then the remaining balance of that equipment is owed in addition to the fee of one times the base for the number of years of the contract. If the contract included a promotion of deferred payments or free payments for the duration of the contract, then the contract is not cancellable.

Customer Initials _____

MRC initials MPW

Service Agreement

CUSTOMER INFO

SHIP TO

Name The City of Vernon
 Address 4305 S. Santa Fe Ave
 City Vernon
 State CA ZIP 90058
 Phone 323-583-8811 Ext 224

BILL TO

Name The City of Vernon
 Address 4305 S. Santa Fe Ave
 City Vernon
 State CA ZIP 90058
 Phone 323-583-8811 Ext 224

SERVICED DEVICES

Make / Model	Serial Number	Starting Meter BW/CLR	Location / Notes

☒ See Schedule A for more devices.

AGREEMENT DETAILS

Device Group	Monthly Allowance	Payment	Overage Rate	Included items
Standard BW Copier	-	See Lease	0.005	<input checked="" type="checkbox"/> All inclusive (no staples)
Standard CLR Copier	-	See Lease	0.045	Notes / Special Instructions
Standard BW Printer	-	See Lease	0.0099	<div>Cost per Copy rates fixed for term</div> <div>Print per Image rates fixed for term</div>
Standard CLR Printer	-	See Lease	0.069	
Base Billing	Monthly		Term	
Overage Billing	Monthly	Total See Lease	36	Start End

METER COLLECTION
MRC 360 APP

☒ Accept installation Name Alexis Hwang Phone 323-583-8811 Ext 224
☐ Decline Email ahwang@ci.vernon.ca.us

CUSTOMER AGREES TO PURCHASE AND MRC AGREES TO PROVIDE MAINTENANCE SERVICE, PARTS, AND SUPPLIES. UNLESS OTHERWISE STATED HEREIN, FOR THE EQUIPMENT LISTED ON THE ATTACHED SCHEDULE A ("EQUIPMENT") IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THIS AGREEMENT, WHICH IS ATTACHED HERETO (TOGETHER, THIS "AGREEMENT"). PAPER, LABELS, TRANSPARENCIES, OR STAPLES ARE NOT INCLUDED. THE AGREEMENT TERM STARTS ON THE LATER OF THE DATE ON WHICH NEW EQUIPMENT IS INSTALLED BY MRC OR THE CUSTOMER SIGNATURE DATE BELOW. BY SIGNING, CUSTOMER AGREES TO THE TERMS AND CONDITIONS OF THIS AGREEMENT AND ACKNOWLEDGES THAT THE AGREEMENT IS NOT BINDING ON MRC UNTIL SIGNED BY ITS CFO.

AUTHORIZATION

Company The City of Vernon
 Authorized Signature _____
 Print name _____
 Title _____ Date _____

MRC Smart Technology Solutions

MRC Authorized Signature Matt Whalen
 Print name Matt Whalen
 Title CFO Date 8/24/20

Service Agreement - Additional Items

The City of Vernon - 4305 S. Santa Fe Ave, Vernon, CA, 90058

ID	Make / Model	Serial Number	Starting Meter		Location / Notes	Type	Preexisting Equipment	Network
			BW	CLR				
	Xerox C8155				CITY CLERK - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				PUBLIC WORKS - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				POLICE DEPT - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				FINANCE - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				WAREHOUSE - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				FIRE STATION - 3375 Fruitland Ave., Vernon, CA	Std	N	Y
	Xerox C8155				HEALTH DEPT - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				HR - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				FIRE ADMIN - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				LEGAL - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				VPU - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
	Xerox C8155				CITY ADMIN - 4305 S. Santa Fe Ave., Vernon, CA	Std	N	Y
COV7	H551	CNCCF2D15Q			EVA	Std	Y	Y
COV78	H551	CNCCF3D1MT			OREN WEINER	Std	Y	Y
COV9	H551	CNCCF2P1DM			VERONICA	Std	Y	Y
COV120	HP M281FDW	VNBNL7D4RG			HAZMAT FIRE TRUCK	Std	Y	Y
COV120	HP M281FDW	VNBNL7D4RG			HAZMAT FIRE TRUCK	Std	Y	Y
COV131	HP M751DN	JPBCMD407F			ENGINEERING DEPT	Std	Y	Y
M60	HP400	CNDFG07447			N/A	Std	Y	Y
COV37	HPCLJ4700	JPTLB66163			PUBLIC WORKS - PRINT AREA	Std	Y	Y
COV11	HPCLJPROM375	CND8FB40D7			HR SUPPLY AREA	Std	Y	Y
COV80	HPCP2025	CNGSC47375			ALI N.	Std	Y	Y
COV97	HPCP3525	CNCCBBJ3BF			BASEMENT POWER PLANT	Std	Y	Y
COV15	HPLJ2015	CNB9L11129			MASAMI	Std	Y	Y
COV57	HPLJ2015	CNBJR91986			ELISIO GENERA	Std	Y	Y
COV16	HPLJ2300	CNBGG41222			BILL / FINANCE	Std	Y	Y
COV19	HPLJ3015	VND3Q21316			RAQUEL / FINANCE DEPT	Std	Y	Y
COV25	HPLJ4015	CNDY327829			SANDRA / CITY CLERK	Std	Y	Y
COV82	HPLJ4015	CNDY246105			OTIS' OFFICE	Std	Y	Y
M99	HPLJ4015	CNDY142359			N/A	Std	Y	Y
COV35	HPLJ4240	CNRXY10082			CYNTHIA CANO	Std	Y	Y
COV39	HPLJ4240	CNRXY31478			ANTHONY ZARATE	Std	Y	Y
COV14	HPLJ4250	CNRXG90257			FINANCE SUPPLY AREA	Std	Y	Y
COV17	HPLJ4250	CNRXH63356			ANGELA / FINANCE DEPT	Std	Y	Y
COV20	HPLJ4250	CNRXL40781			JOHN / FINANCE DEPT	Std	Y	Y

Authorized _____ Date _____
Signature

Print _____
Name

MPW

Service Agreement - Additional Items

The City of Vernon - 4305 S. Santa Fe Ave, Vernon, CA, 90058

ID	Make / Model	Serial Number	Starting Meter		Location / Notes	Type	Preexisting Equipment	Network
			BW	CLR				
COV52	HPM452DN	VNB3876536			N/A	Std	N	Y
COV59	HPM452DN	VNB3845919			BASEMENT	Std	N	Y
COV116	HPM452DW	VNB3P39180			POLICE DEPT- DETECTIVE	Std	N	Y
COV34	HPM452NW	VNB3N12198			WENDY HERRERA	Std	N	Y
COV42	HPM452NW	VNB3C09604			POLICE DEPT AREA	Std	N	Y
COV48	HPM452NW	VNB3M58353			LT. GRAY COV48	Std	N	Y
COV55	HPM452NW	VNB3N12199			POLICE DEPT - EDWARD'S	Std	N	Y
COV61	HPM452NW	VNB8J8K4M0			JESSICA	Std	N	Y
COV65	HPM452NW	VNB3Y02640			MICHELE/ ENGINEERING	Std	N	Y
COV68	HPM452NW	VNB3N12192			FD #76 - BATTALION CHIEF	Std	N	Y
COV83	HPM452NW	VNB3C12457			FRED'S OFFICE	Std	N	Y
COV112	HPM476DN	CNB8H7N7G4			VPU	Std	N	Y
COV75	HPM476DN	CNB8H7N6XL			N/A	Std	Y	Y
COV89	HPM476DN	CNB8H8409X			DISPATCH GARAGE	Std	Y	Y
COV93	HPM476DN	CNB8H7V56L			POWER PLANT	Std	Y	Y
COV98	HPM476DN	CNB8H7V56Y			DON'S OFFICE	Std	Y	Y
COV67	HPM476NW	CNB6H485L0			DISPATCH FD#78	Std	Y	Y
COV87	HPM476NW	CNB6H4B843			RENAN OFFICE	Std	Y	Y
COV91	HPM476NW	CNB6H3H98N			CAPTAINS OFFICE	Std	Y	Y
COV107	HPM477	VNBKKDM7YJ			DAN CORDOVA OFFICE	Std	Y	Y
COV108	HPM477	VNBKKDL7Z3			STEPHANIE JOHNSON	Std	Y	Y
COV113	HPM477	VNBKL9778S			VPU-TODD DUSENBERRY	Std	Y	Y
COV117	HPM477	VNBKL977BM			POLICE DEPT- DETECTIVE	Std	Y	Y
COV122	HPM477	VNBKKDM7GW			PUBLIC WORKS- STREETS DIVISION	Std	Y	Y
COV102	HPM477	VNBKKBT8XY			N/A	Std	Y	Y
COV105	HPM477	VNBKKBTSZW			PUBLIC WORKS-STREET DEPT	Std	Y	Y
COV107	HPM477	VNBKKDM7YJ			DAN CORDOVA OFFICE	Std	Y	Y
COV108	HPM477	VNBKKDL7Z3			STEPHANIE JOHNSON	Std	Y	Y
COV113	HPM477	VNBKL9778S			VPU-TODD DUSENBERRY	Std	Y	Y
COV117	HPM477	VNBKL977BM			POLICE DEPARTMENT- DETECTIVE	Std	Y	Y
COV122	HPM477	VNBKKDM7GW			PUBLIC WORKS- STREETS DIVISION	Std	Y	Y
COV21	HPM477	VNB8J4PFGS			CHRISTINA / FINANCE DEPT	Std	Y	Y
COV76	HPM477	VNB8J4PFH0			KELLY NGUYEN	Std	Y	Y
COV81	HPM477	VNB8J4PFG8			VIET	Std	Y	Y
COV104	HPM477FDN	VNBKKCK173			N/A	Std	Y	Y

Authorized _____ Date _____
Signature

Print _____
Name

MPW



The City of Vernon - 4305 S. Santa Fe Ave, Vernon, CA, 90058

Authorized Signature	Date
Print Name	

MLW

Service Agreement - Additional Items

The City of Vernon - 4305 S. Santa Fe Ave, Vernon, CA, 90058

ID	Make / Model	Serial Number	Starting Meter		Location / Notes	Type	Preexisting Equipment	Network
			BW	CLR				
COV10	H551	CNB0401950			HR DIR. MICHAEL	Std	N	Y
COV12	H551	CNDFG07449			LISETTE	Std	N	Y
COV121	H551	CNDG217202			HEALTH DEPT. - VERONICA	Std	N	Y
COV23	HP M281FDW	CNDG164649			CINDY / FINANCE DEPT	Std	N	Y
COV27	HP M281FDW	CNDG164653			ADRIANA / FIRE DEPT	Std	N	Y
COV29	HP M751DN	CNDG217209			KEITH / HEALTH DIR.	Std	N	Y
COV3	HP400	CNDFF09519			DIANA	Std	N	Y
COV6	HPCLJ4700	CNB0502664			HEMA PATEL	Std	N	Y
COV60	HPCLJPROM375	CNB0401949			IRENE- PUBLIC U	Std	N	Y
COV8	HPCP2025	CNDFF05975			KARINA	Std	N	Y
COV86	HPCP3525	CNDFF05973			ELIAS / PUMP ROOM	Std	N	Y
COV88	HPLJ2015	CNCCF2P1DR			RUBEN HERRERA	Std	N	Y
COV36	HPLJ2015	JPBCK6N1Z2			PUBLIC WORKS - PRINT AREA	Std	Y	Y
COV71	HPLJ2300	CNDCJ5L0NV			POWER PLANT	Std	Y	Y
QU4105	HPLJ3015	PHGDB56974			N/A	Std	Y	Y
COV2	HPLJ4015	CNB8D4CSMQ			CITY ADMIN	Std	Y	Y
COV18	HPLJ4015	VNB3S20312			JUAQUIN / FINANCE	Std	Y	Y
COV4	HPLJ4015	PHGDB56981			BRIAN BYUN	Std	Y	Y
COV53	HPLJ4240	PHGFC51059			ROBERT SOUSA	Std	Y	Y
COV73	HPLJ4240	PHGFC51103			POWER PLANT	Std	Y	Y
COV84	HPLJ4250	VNG3H13378			JASON'S DESK	Std	Y	Y
COV111	HPLJ4250	PHBHK75831			JEREMY CROSS	Std	Y	Y
COV115	HPLJ4250	PHBHK71015			CHIEF-POLICE DEPT	Std	Y	Y
COV123	HPLJ4250	PHBHJ85292			CITY CLERK-MARIA	Std	Y	Y
COV95	HPLJCM2320	PHB8J6834L			OPERATION OFFICE	Std	Y	Y
COV125	HPLJEM602	VNG3M07614			EVA- LEGAL DEPT	Std	Y	Y
COV126	HPLJM451DN	VNG3M07613			COUNCIL MEMBER MENKE	Std	Y	Y
COV109	HPLJM451DN	VNB3B76536			PD- NICK PEREZ	Std	Y	Y
COV118	HPLJM451DN	VNB3B76544			POWER PLANT CABINET	Std	Y	Y
COV119	HPLJM451DN	VNB3B76529			POLICE DEPT- DANITA ROBERTSON	Std	Y	Y
COV124	HPLJM451DN	VNB3B76543			POWER PLANT CABINETS	Std	Y	Y
COV125	HPLJM451DN	VNG3M07614			EVA- LEGAL DEPT	Std	Y	Y
COV126	HPLJM451DN	VNG3M07613			COUNCIL MEMBER MENKE	Std	Y	Y
COV40	HPLJM451DN	VNB3B18545			DAN / PUBLIC WORKS	Std	Y	Y
COV45	HPLJM451DN	VNB3M58351			PATROL SGT DEVICE	Std	Y	Y

Authorized _____ Date _____
Signature

Print _____
Name

MPW

EXHIBIT B
CONTRACT'S PROPOSAL



RESPONSE TO:

City of Vernon

Name of Proposer: MRC Smart Technology
Solutions

Bid Number: Managed Print Services

Date & Time Proposal is Due: Monday, July 20,
2020 by 5:00 p.m.

Contact Information:

Kirstin Maloney
Strategic Account Executive
949-610-6793
Kirstin.Maloney@xerox.com



July 14, 2020
Information Technology Division
4305 Santa Fe Avenue
Vernon, CA 90058

Thank you for the opportunity to participate in City of Vernon's bid for Managed Print Services. Our goal is to provide the most efficient and cost-effective recommendations that align with your new operational strategy. As per the terms in this request, the City of Vernon will be provided with the best quality of technology and service at a competitive cost. MRC Smart Technology Solutions is able and willing to enter into a contract to supply the necessary equipment and perform required services for the City.

MRC Smart Technology Solutions (MRC) is a wholly owned subsidiary of Xerox Corporation, an \$11 billion American company that invented the photocopier and pioneered this industry. With 113 years of experience, 26 years locally, providing technologies and services to numerous businesses, school districts and cities, there is a solid understanding of the challenges that businesses face regarding budgeting, security and technology. These experiences give us both the credibility of a worldwide corporation and the reliability of local accountability. The combination of local autonomy and experienced leadership enables MRC offices to be a single-source solution for every facet of document imaging. Overall, the goal is to bring solutions tailored to the company's needs that help reduce costs and increase efficiency.

Your MRC team will be led by Kirstin Maloney. Her dedication to customer satisfaction, combined with her years of experience, guarantees that she will work closely with your City to ensure a smooth transition during implementation and provide continued support for the duration of the contract. Kirstin can be reached by phone 949-610-6793 or email Kirstin.Maloney@xerox.com.

We have read, understand and agree to an all-inclusive agreement with a firm offer valid for a 90-day period. MRC acknowledges receipt of all addenda. We understand that the period of performance for this solicitation shall be 36 months. MRC does not have any interest, ownership, or remuneration of any type that has been received or is anticipated from the Project.

On behalf of the entire MRC team, we appreciate your time and consideration of this proposal. We look forward to your comments.

Matthew Whalen
Chief Financial Officer

Tara Hubsch
Vice President of Sales



714-718-8507



Tara.Hubsch@xerox.com



5700 Warland Drive
Cypress, CA 90630



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Introduction

MRC, Xerox, is California's largest and most respected consulting firm that specializes in workflow assessments and optimization. We are a member of the Global Imaging Division of Xerox. Our business is uniquely positioned to organizations and local government to understand true cost breakdown, asset deployment, usage patterns and volumes along with the development of sustainable working practices and continuous improvement initiatives. We have successfully led various size cities and public sectors accounts to help streamline their technology, achieve better financial results, while improving their operational efficiency. MRC is a Xerox owned company. As a Xerox owned company, we not only have the autonomy to serve our customers at a local level but have the full support of a \$22 Billion Global Corporation and their support resources as well.

MRC has been a Xerox partner selling and servicing copiers since 1994. MRC, Xerox also has a long-term history of expertly managing customer's desktop printers through proven assessments, detailed analytics, device management software tools, and mapping of departments for the past 15 years. MRC, Xerox has the proven track record of improving efficiencies while lowering the client's overall operational cost. MRC, Xerox provides a closed loop process in our quarterly review meetings to help adjust for changes within the departmental usages. As a partner, our objectives are to reduce IT staff time through our web-based software and remote desktop support on copiers and printers. MRC 360 apps will allow for the automation of print supplies deliveries & repair), optimize device utilization, streamline equipment maintenance and repair, and maintain high levels of user satisfaction. MRC's goal is to be a consultative partner to the City of Vernon and to provide continuous feedback on how the City can continue to be productive while maintaining the most reliable technology and excellent service.

With prioritized economic development values of giving back to the communities, City of Vernon is set for better sales and service, faster growth, increased profitability, and higher returns on capital. As MRC Smart Technology Solutions (MRC), a wholly owned subsidiary of Xerox Corporation, we want to assist you in quickly and efficiently reaching higher.

Since 1906, Xerox has always helped customers find better ways to work by inventing the best technologies of each era. Today, customers find themselves at the intersection of physical and digital worlds. To them, it's a digital divide; to us, it's a bridge. We leverage our expertise in areas like digital imaging and secure, automated solutions to help our customers improve productivity. We are not just a print vendor, but a partner in streamlining and automating workflows securely. Security is critical to every business, and we take it seriously at Xerox. We equip printers and multifunction printers (MFPs) with several secure print features to protect your organization's most sensitive data. Our software and apps ensure digital data is safeguarded as you share it via the cloud and mobile devices.

We turn innovation investments into products and services that help our customers be more productive, profitable and sustainable. Our thought process is always about how we can simplify work, deliver more personalized experiences, and improve productivity through new technologies. We strive to connect the physical and digital worlds without adversely affecting the environment, human health and safety. With goals to reduce environmental impacts across our value chain, we invest in innovative solutions that can conserve resources and lower the energy intensity of our, and your, operations.



Scope of Work

MRC, Xerox provides a proven methodology of assessment and analytics that utilizes the deployment of our 360 software apps to monitor client's network devices to manage their printer/copier usage. We also conduct a site walk to pull local devices and gather invoices to understand your existing expenditure. We partner up with key departments like IT, Finance, and Operations to gather sufficient data in order to provide appropriate recommendations that are tailored and designed to the organization's need. We work with end users to better understand their workflow and uncover their pain points. As a partner in the solution, we provide the feedback to our partner with real value add data. Our analytics help our clients to uncover the true cost of ownership of their operations with regards to printing cost, technology cost, and labor cost. We can also help to track Department Usage and Billing.

MRC will also provide the following:

- Maintain a readily available, accurate and up to date detailed list of all printing devices and their respective locations throughout the City's departments/facilities
- Provide quarterly usage reports for auditing (who is printing what and how much did it cost)
- Provide a Citywide year end cost analysis that details total cost, costs by department, and includes a performance review along with recommendations to improve operations and reduce costs further
- Control, monitor, manage, and reduce overall print costs for the City
- Provide the ability to monitor print volumes by device and create incentives for staff to reduce print volumes

- Ability to expand or contract the overall size of document output fleet as needs change without penalties or refinancing of hardware and software (if applicable)
- Service equipment on-site at the facility where equipment is located
- Qualified technicians to handle multiple brands of desktop printers like HP, Brother and Lexmark
- Perform all preventative maintenance services on all devices at the manufacturer's suggested intervals
- Provide full-service support for all printers during normal business hours (Monday–Thursday, 8 a.m.–5 p.m.) within the pricing proposed
- Guarantee a loaner machine anytime equipment is down for more than 3 business days. The loaner will remain on site until the original unit is repaired or replaced. In the unlikely event that a loaner is not available, a new unit will be provided.
- Provide a four-hour service response, 1-hour call-back, and 4 hours on-site. The 4-hour requirement is calculated from the time the first phone call is made for support to the vendor until the appropriately trained technician is on site.
- Replace troubled units with a like unit until the device is repaired correctly without cost to City of Vernon whenever any device has four repeat service calls
- Provide proactive vendor managed supplies alerts with help desk integration to initiate proper action
- Provide proactive Vendor managed Break/Fix alerts with Help Desk integration

Work Plan

MRC strives to provide a well-planned and executed Implementation process for all Major Accounts. MRC has completed numerous large implementations within the State of California. It is crucial that once MRC is selected by the City of Vernon approval committee, MRC will complete a thorough physical walkthrough of the sites before the implementation. During the physical walkthrough, the assessment team validates location, department, contact information, space, electrical, network access and overall strength of the recommendation.

Our assessment team will be led by the following individuals: Tara Hubsch (VP), Kirstin Maloney (Strategic Account Executive), and additional supporting individuals due to the scope of the project. MRC/ Xerox team of individuals will lead the implementation, to include a Major Account Sales Manager, Customer Care Manager, Logistics coordinator, Lead Analyst, and Lead Service Technicians and Company Certified Trainers. Coordination and timeframe of the delivery and implementation process is discussed thoroughly with the City of Vernon's Administration team and agreed upon.

MRC proactive service approach allows for a quick resolution with our 1-4-24 service response creed and remote desktop support. Our Service Call center is also trained to resolve customer issues remotely. Currently, 25% of incoming service calls are solved over the phone. This is done through remote software and superior training for our call center employees. By having the

opportunity to eliminate the need for a service call, MRC can maximize a company's service uptime. Should a service call be required, the customer will receive a call back within 1 hour with an estimated time of arrival. The average response time will be within 4 hours. Resolution should occur at the time the call is placed. Most parts required are available within the technician's car inventory. If a part needs to be ordered, resolution is still within 24 hours.

Our copier technology also allows for a proactive service approach. Through our Smart Kits (CRU's), the majority of the copiers' key components (fuser cartridges, ink cartridges, print cartridges) can allow a customer to resolve issues within a few minutes and eliminate a service call all together.

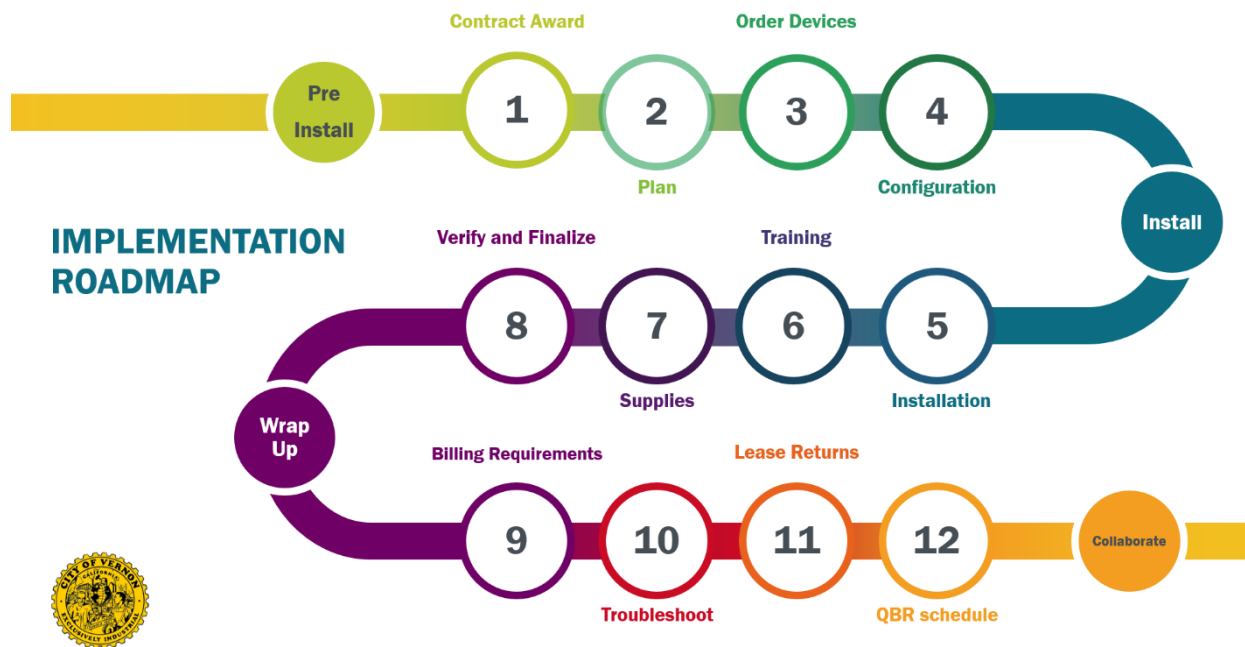
MRC also installs a software application we call the "360 app". This application monitors all of the networked printers' supply levels. When a networked device reaches the 20% threshold the customer will receive an automatic shipment of supplies. In addition, the 360 app will automate meter reads for billing/accounting. Also, each device will be tagged with a sticker which provides the equipment with an asset ID# and service/supply phone number. End Users can simply pick up the phone and place a service call when there is an issue and refer their asset ID#. Or calls can be placed centralized with your IT department. MRC will tailor a plan to meet their needs for placing service calls or ordering toner.

Another key differentiator is that we meet with our clients every 90 days or at shorter intervals based on the needs of the City. A dedicated non-sales resource, Account Manager will prepare a Quarterly Business Review that provides quarterly volume trends, billing, service history, and reports. This meeting allows the client to verify the accuracy of the volumes. For supplemental information regarding our proposed device, certificate of insurance, and services and maintenance please see "Attachment 2 – MRC Supplemental Documentation".

SAMPLE IMPLEMENTATION		
Tasks to be Completed	Owner	Date
<i>Planning / Implementation</i>		
Contract Award	Client	8/03/20
Process Lease Agreement	Provider	8/04/20 - 8/10/20
First Planning Meeting – Establish Timeline	Provider/Client	8/04/20
Install FM Audit/Xerox 360° App	Client IT	8/10/20
Finalize Configurations / Assessments	Provider	8/04/20 - 8/07/20
Identify Principal Department POCs	Provider	8/04/20
Pre-testing of copiers prior to installation – on site DEMO	Provider	8/11/20
Second Meeting (Assess and Review)	Provider/Client	8/12/20
Final Space, Electrical and Data Drop Check	Provider	8/17/20
Preconfigure Equipment	Provider/Client	Upon receipt of information
Installation – Schedule	Provider/Client	8/18/20
Installation	Provider/Client	TBD
Remove Existing Equipment	Provider/Client	TBD
<i>Training</i>		
Identify Special Training Requirements	Provider/Client	8/04/20
Publish Training Schedule	Provider/Client	8/17/20
Initial Training – Installation Quick Start	Provider/Client	TBD
Follow up on Training	Provider	As Needed
Annual Refresher	Provider	TBD
<i>Service and Supplies</i>		
Place Initial Supply Order	Provider	TBD
Monitoring Software Loaded Checked	Provider	TBD
<i>Business Process</i>		
Finalize Billing and Reporting Requirements	Provider	8/18/20
Gather Initial Meter Reads	Provider	TBD
Account Management Strategy	Provider/Client	TBD
Develop Quarterly Review Schedule	Provider/Client	TBD

Implementation Roadmap

We have been deploying large, multi-unit installations for local government, school districts, hospitals and law firms for over 20 years. You will have a dedicated support team that focuses on government agencies across Southern California. For a smooth transition, we work with our clients to provide an installation schedule that meets if not exceeds their expectations. Whether the preference is for all devices to be delivered, installed, trained and old devices removed in a week or spread out over several weeks or months, we adjust to meet the client's expectations and needs.



- 1 Contract Award**
Process all agreements and finalize paperwork for the contract.
- 2 Plan – Develop Communication and Implementation Plan**
Executives and key Implementation team members meet with the client. We begin to verify site location(s) in order to: confirm electrical and space requirements, determine training needs, review responsibility matrix, and develop an implementation schedule.
- 3 Order Devices**
Coordinate delivery of devices to warehouse(s) closest to client location(s) and confirm quantities of devices in warehouse inventory.
- 4 Configuration and Pre-Testing of Copiers**
Build device(s) to customer specifications, configure test device(s) to customer specification, deliver and test on-site demo unit, and finalize configuration of devices to customer specification.

5

Installation and Remove Existing Equipment

Schedule and confirm delivery, deliver and install device(s), remove old device(s) and install software solutions*.

6

Train

Device and software training include, quick start training for MFDs, Print Shop training for production devices, and IT training. Additionally, training, follow-up training and refresher training is available.

7

Supplies

Establish on-site supply storage for MFD and Print Shop (including drums) as well as place initial supply order.

8

Verify and Finalize Installation

Verify Schedule "A" accuracy, authenticate FMAudit/360 application is reporting for all devices, confirm all devices and check all software solutions are operating according to manufacturer and customer agreed expectations.

9

Billing Requirements or Contract Billing

Review and finalize invoice requirements. Determine invoice structure (by location, department, device, etc.), verify billing frequency (monthly, quarterly, etc.) and confirm billing location (corporate, location, etc.).

10

Troubleshoot

On-site supply distribution location efficiency means fine tuning schedule "A" names to ensure accurate delivery of supplies. User training efficiency check to ensure end-users, Print Shop staff, and IT team are competent and confident in their skills with the devices and software. Review device efficiency of location and volumes.

11

Lease Returns

The completed ERF (Equipment Return Form) requires a client signature and lease return information. Once our Lease Return Coordinator is provided the paperwork, coordination of device pickup, will be facilitated. Our Lease Return Coordinator will also provide proof of Hard Drive wipe or destruction based on the written agreement with the client.

12

QBRs – Quarterly Business Reviews Schedule

Account Executive or Manager to set up QBR schedule with the client. QBR schedules include information such as hardware break/fix, service response analysis, managed print analysis, recommendations for cost controls, and IMACD (installation, move, add, change, decommission).

360/FM Audit Application

Our **360 App°** is designed to help customers with tracking meter reads and supplies. We will install, set up, and train your team on our 360 App°. Once the app is configured, all meter reads for network attached devices (printers and MFPs) are automatically gathered and submitted to us monthly for billing purposes. In addition to meter collection, the 360 App° monitors toner levels in the Xerox MFPs. The benefits of the 360 App° are:

- **Automated meter reads** - No more calling in or emailing your meter reads every month/quarter! We can gather and track your meter reads through the 360 App°.
- **Automated supplies replenishment** - No more calling in or emailing for more toner! We will be notified when your device is running low.
- **Remote service diagnostics** - No more waiting for a Field Service Technician to come to your location! Customer Care can troubleshoot your device over the phone.
- **Client dashboard** - No Xerox equipment, no problem! The 360 App° can connect to both Xerox and non-Xerox equipment to check the status of your device's usage.

Volume Usage (Meter Reads)

Current Account: ☐ Include Child Accounts

1 accounts and 5 devices

Selection Audits Information Available

Quick Date: Start Date: End Date:

Report Layout

Templates:

Advanced Options...

Account Name	Location	IP Address	Manufacturer Model	Serial Number	Contract ID	SOC Equip ID	Total Pages Average Monthly Volume	Mono Pages Average Monthly Volume	Color Pages Average Monthly Volume	Total Pages Period Meter Difference	Mono Pages Period Meter Difference	Color Pages Period Meter Difference	First Meter Date	Total Pages First Meter	Mono Pages First Meter	Color Pages First Meter	Last Meter Date	Total Pages Last Meter	Mono Pages Last Meter	Color Pages Last Meter
Saugus Union School District	SOC180-PRINT SHOP, 24930 AVENUE STANFORD, VALENCEIA, CA, 91355	10.5.7.92	XEROX	EX110-125 with EPT Fery Controller	BQ0964302	XA312	20650	20650	0	10627	10627	0	3/18/2015 1:58:11 AM	863223	863223	0	3/18/2015 12:50:05 AM	873850	873850	0
Saugus Union School District	Categorical	10.5.7.228	DELL	21350n HPP	5937951	202	202	202	0	104	104	0	3/18/2015 1:58:11 AM	24644	24644	0	3/18/2015 12:50:05 AM	24748	24748	0
Saugus Union School District	SOC180-PRINT SHOP x5145, 24930 AVENUE STANFORD, VALENCEIA, CA, 91355	10.5.7.63	XEROX	EX110-125 with EPT Fery Controller	BQ0965047	XA311	111487	111487	0	57372	57372	0	3/18/2015 1:58:11 AM	924120	924120	0	3/18/2015 12:50:05 AM	991492	991492	0
Saugus Union School District	SOC180-REVIEW TROCK 661-294-5200, 24930 AVENUE STANFORD, VALENCEIA, CA, 91355	10.5.7.90	XEROX	Color EX 560-570 with EPT Fery Controller	XPH550333	XA307	10998	818	10180	5660	421	5239	3/18/2015 1:58:11 AM	188615	13250	155365	3/18/2015 12:50:05 AM	174275	13671	160604
Saugus Union School District	SOC180-PRINT SHOP, 24930 AVENUE STANFORD, VALENCEIA, CA, 91355	10.5.7.91	XEROX	EX110-125 with EPT Fery Controller	BQ0964842	XA308	53448	53448	0	27505	27505	0	3/18/2015 1:58:11 AM	756792	756792	0	3/18/2015 12:50:05 AM	784297	784297	0

Change page: Page size:

Displaying page 1 of 1, Item 1 to 5 of 5.

Meter Report Summary

5 Device(s) from 2 Manufacturer(s) and 3 Distinct Model(s), 101268 Total Pages, 96029 Monochrome, 5239 Color (reported values).

Ordering Supplies (Consumables)

Supplies

Component	Status	Life Remaining	Estimated Pages / Days
Black Toner	OK	100%	26532 / 155
Cyan Toner	OK	40%	5425 / 40
Magenta Toner	OK	70%	10230 / 76
Yellow Toner	OK	60%	9765 / 72

Component	Status	Life Remaining	Estimated Pages / Days
Drum Cartridge (R1)	OK	71%	96560 / 564
Drum Cartridge (R2)	OK	85%	115600 / 862
Drum Cartridge (R3)	OK	85%	115600 / 862
Drum Cartridge (R4)	OK	85%	115600 / 862

Component	Status
Waste Toner Container	Reorder

Component	Status	Life Remaining	Estimated Pages / Days
Transfer Belt Cleaner	OK	99%	42939548 / 251108
Second Bias Transfer Roll	OK	99%	42939548 / 251108

Quarterly Business Review

MRC Smart Technology Solutions bases its technical service delivery system on using data to evaluate performance. From this method, we can create and build a mutually beneficial business relationship. As part of our continuing engagement process, MRC offers account review meetings on a regular quarterly basis, or as requested, focusing on quality management and reviewing the process for continuous improvement. The main objective of these account reviews is to discuss operational and technical issues and performance against standards. Topics discussed may include open issues and progress toward resolution, proposed/impending changes, status of special projects, optimization/future state review, any City support requirements, City management support and City communication needs.

Our QBRs include categories such as Current Fleet Analysis, Volume Analysis, Service History, Items to Review, Scorecard to assess Xerox Services, and any questions that you or MRC may have. The QBRs can also be personalized to only show categories that are deemed important to your City. The screenshots below are examples that were pulled from our recent QBR meetings. MRC standard reviews include data on current-month performance as well as trends that accurately show our extended performance. Our ability to capture and display data in this format allows us to quickly identify and capitalize on any existing performance improvement opportunities.

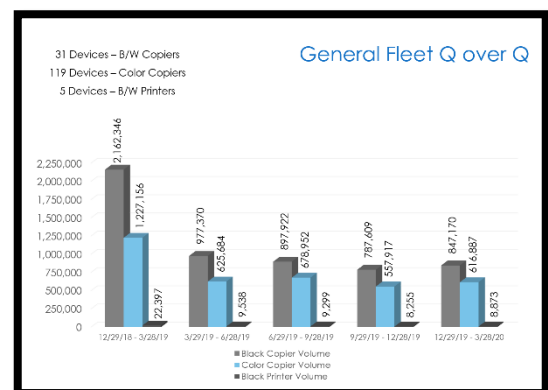
Examples of the data tracking we offer include:

- Color and black-and-white volume history (monthly and year-to-date)
- Multifunction device activity (copy, print, fax, scan volumes)
- Equipment uptime and on-site response time
- Equipment service and service trending
- Summary and detailed service reports

Metrics that we closely monitor include:

- Response time to acknowledged service requirements
- Cycle time to complete equipment repairs
- Percentage of equipment uptime
- Number of unscheduled service calls

Our goal is to report metrics that reinforce our commitment to quality by delivering on service level agreements. This allows the City to remain focused on its core objectives.



Fees and Costs

See attached Pricing Exhibit, “Attachment 1 – MRC Pricing”. Lease price for equipment will be guaranteed for the 36-month term. Price is protected and will not increase. Maintenance on lease is also locked for the term of the agreement and will not increase. All services, parts and supplies are included (excludes staples and paper).


Price Includes

- Customization of new machines to customer’s specifications, delivery of said machines and installation
- Training
- Pickup old machines
- Maintenance of fleet
- Proactive quarterly business reviews

Service Includes

- Maintenance includes unlimited service calls and all supplies required for machine (except paper and staples)
- Genuine OEM parts and supplies to maximize reliability for all proposed multi-function copiers
 - ✓ Remanufactured supplies for existing desktop printer fleet
 - ✓ Providing multi-brand device service and support for existing desktop printer fleet
 - ✓ All consumables (parts & toner) delivery within 72 hours of order
 - ✓ Provide a four-hour service response, one-hour call-back, and four-hour onsite response time
- Financially backed performance guarantee
 - ✓ Performing all preventative maintenance services on all devices at manufacturer’s suggested intervals
 - ✓ Service Loaner Guarantee: Replacing troubled units with a like unit until the device is repaired
- Auto toner replenishment and automatic meter reads (**360 App[®]**)
- Nation-wide call center provides exceptional customer service via our dedicated Support
 - ✓ Unlimited remote help-desk support
- Local billing to customize invoices, answer questions and resolve issues to provide a better customer experience
- Local warehouse for inventory and parts for technicians

Regarding invoice billing format and options, MRC can customize invoices to meet your needs. Our Contract Billing team is located at our Cypress, CA branch. Our customers can work with their contract biller to create the invoice that best meets their needs. Below are two examples.



We can customize
your invoices to meet
your needs.

Sample - MRC Smart Technology Solutions

5667 Copley Drive, San Diego CA 92111

5667 Copley Drive
San Diego, CA 92111

Customer #
SC001

Invoice Date
1/1/2018


Invoice #
IN123456

Base Coverage Period
1/1/2018 to 12/31/2018

Overage Coverage Period
1/1/2018 to 4/30/2018

Address	Location	EquipID	Serial	Model	Previous Black Meter	Previous Color Meter	Current Color Meter	Current Color Meter	Black Volume	Color Volume
5667 Copley Drive	San Diego	Office #1	EQ1234	AE1234567 HPLP2055	1	21048	5393	51745	4000	10637
5667 Copley Drive	San Diego	Office #2	EQ1235	AE1234568 HPLP2055	2	0	51944	0	26632	0
5667 Copley Drive	San Diego	Office #3	EQ1236	AE1234569 HPLP2055	15135	34132	15328	35776	733	1644
5667 Copley Drive	San Diego	Office #4	EQ1237	AE1234570 HPLP2055	1	1	5803	8708	5802	8707
5667 Copley Drive	San Diego	Office #5	EQ1238	AE1234571 HPLP2055	34680	0	34847	0	167	0
5667 Copley Drive	San Diego	Office #6	EQ1239	AE1234572 HPLP2055	33039	0	43289	0	1090	0
5667 Copley Drive	San Diego	Office #7	EQ1240	AE1234573 HPLP2055	181534	0	195292	0	13358	0
5667 Copley Drive	San Diego	Office #8	EQ1241	AE1234574 HPLP2055	205867	0	220085	0	14218	0
5667 Copley Drive	San Diego	Office #9	EQ1242	AE1234575 HPLP2055	208398	0	219087	0	10689	0
5667 Copley Drive	San Diego	Office #10	EQ1243	AE1234576 HPLP2055	96262	0	131897	0	35735	0
5667 Copley Drive	San Diego	Office #11	EQ1244	AE1234577 HPLP2055	30392	0	95640	0	5248	0
5667 Copley Drive	San Diego	Office #12	EQ1245	AE1234578 HPLP2055	51645	138844	60546	162488	9001	22644
5667 Copley Drive	San Diego	Office #13	EQ1246	AE1234579 HPLP2055	273290	0	232869	0	19579	0
5667 Copley Drive	San Diego	Office #14	EQ1247	AE1234580 HPLP2055	10693	0	11251	0	558	0
5667 Copley Drive	San Diego	Office #15	EQ1248	AE1234581 HPLP2055	36	4265	47	4852	12	587
5667 Copley Drive	San Diego	Office #16	EQ1249	AE1234582 HPLP2055	44	4245	47	4532	3	347
5667 Copley Drive	San Diego	Office #17	EQ1250	AE1234583 HPLP2055	70536	0	83914	0	13318	0
5667 Copley Drive	San Diego	Office #18	EQ1251	AE1234584 HPLP2055	36523	0	42840	0	6317	0
5667 Copley Drive	San Diego	Office #19	EQ1252	AE1234585 HPLP2055	207799	0	209061	0	7262	0
5667 Copley Drive	San Diego	Office #20	EQ1253	AE1234586 HPLP2055	234266	0	257266	0	23000	0
5667 Copley Drive	San Diego	Office #21	EQ1254	AE1234587 HPLP2055	16328	0	16961	0	533	0
5667 Copley Drive	San Diego	Office #22	EQ1255	AE1234588 HPLP2055	35674	0	40218	0	4544	0
5667 Copley Drive	San Diego	Office #23	EQ1256	AE1234589 HPLP2055	93144	0	94539	0	1455	0
5667 Copley Drive	San Diego	Office #24	EQ1257	AE1234590 HPLP2055	72319	0	72319	0	0	0
5667 Copley Drive	San Diego	Office #25	EQ1258	AE1234591 HPLP2055	51809	0	73702	0	21783	0
					2022330	203835	2283551	24816	234307	44659
					Allowance		-200000		-30000	
					Billed Pages		34307		14626	
					Cost per Page		0.015		0.150	
					Overage Total		\$514.61		\$2,193.90	
					Base Total				\$2,000.00	
					Taxes				\$398.30	
					TOTAL DUE				\$5,106.80	

Please pay from this invoice



ABC COMPANY

12456 S CENTRAL AVENUE, LOS ANGELES CA 90013

ATTN: IT DEPARTMENT

USAGE BILLING PERIOD: 1/1/2014 TO 1/1/2014

NET 30 DAYS

CUSTOMER #: 223362

INVOICE DATE: 1/16/2014

INVOICE #S: **645360**

LOCATION	DEPT / MAP ID	MODEL	SERIAL #	ID #	1/1/2014 Previous		1/1/2014 Current		Volume		Cost per copy		COST PER TYPE					
					BAW	COLOR	BAW	COLOR	BAW	COLOR	BAW	COLOR	BLACK	COLOR	TOTAL			
<div style="border: 1px solid black; padding: 2px;"> ABC COMPANY RIVERSIDE 1130 PALMFRUIT AVE RIVERSIDE CA CONTACT NAME: EMAIL: FAX # </div>					0335	XXXXXXX	M2201	57374	0	58301	0	927	0	0.012	\$11.12	\$0.00	\$11.12	
<div style="border: 1px solid black; padding: 2px;"> ABC COMPANY PALM DESERT 178-Riverside PHONE #: CONTACT NAME: EMAIL: FAX # </div>					02155	XXXXXXX	M2201	18862	5754	17732	8112	740	388	0.012	0.13	\$8.88	\$48.58	\$57.46
					02155	XXXXXXX	M2201	778	1690	819	2247	48	307	0.012	0.13	\$0.58	\$48.61	\$49.19
<div style="border: 1px solid black; padding: 2px;"> ABC COMPANY ALBUQUE 15 ENTERPRISE STE 100 ALBUQUE PHONE #: CONTACT NAME: EMAIL: FAX # </div>					H421N	XXXXXXX	M2201	0	0	0	0	0	0	0	0	0.00	\$0.00	\$19.00
					02350	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					02350	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					02350	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					H1610	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					H2015	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
<div style="border: 1px solid black; padding: 2px;"> ABC COMPANY TUSTIN 14402 FRANKLIN AVE TUSTIN PHONE #: CONTACT NAME: EMAIL: FAX # </div>					H4200	XXXXXXX	M2201	0	0	0	0	0	0	0	0	0.00	\$0.00	\$19.00
					H4200	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					H4250	XXXXXXX	M2201	82533	0	93851	0	118	0	0.012	\$1.42	\$0.00	\$1.42	
					H4250	XXXXXXX	M2201	212665	0	214030	0	1008	0	0.012	\$12.08	\$0.00	\$12.08	
					H4245	XXXXXXX	M2201	8781	0	8781	0	1	0	0.012	\$0.01	\$0.00	\$0.01	
					02050	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
					H421N	XXXXXXX	M2201	0	0	0	0	0	0	0.00	\$0.00	\$19.00		
TOTALS								7,134,648	1,842,214	7,186,421	1,885,488	31,875	4,000		\$47.48	\$81.58	\$129.06	

Total Usage 33,973 4,230

cost per copy 0.012 0.13

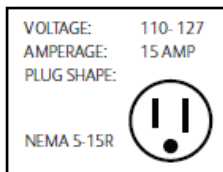
Total usage Amount \$467.68 \$549.90

Local Flat Rate \$2,850.00

Total Tax \$ 172.99

Total Amount Due \$3,985.48

City of Vernon: Xerox® AltaLink® C8155



Manufacture Date
January 2020

Environmental Requirements
Temperature: 50° - 82° Humidity: 15% - 85%

Total width: 48 in **Total height:** 45 in **Total depth:** 28 in
Dimensions shown are approximate. Please refer to the Installation Guide for exact

AltaLink® C8155

The Xerox® AltaLink® C8155 is designed with a powerful mix of features that help you get more work done at a speed of 55ppm color and black and white.

Prints up to 1200 x 2400 dpi

Single Pass Duplex Automatic Document Feeder: 130 sheets, speed 141 ipm (duplex);

Sizes: 5.5 x 8.5 in. to 11 x 17 in. / A5 to A3.

Bypass Tray: 100 sheets; Custom sizes: 3.5 x 3.9 in. to 12.6 x 19 in.

Tray 1: 520 sheets; Custom sizes: 5.5 x 7.5 in. to 11.7 x 17 in.

Tray 2: 520 sheets; Custom sizes: 5.5 x 7.5 in. to 12 x 18 in.

High Capacity Tandem Tray: 2,000 sheets; Size 8.5 x 11 in. / A4

Total paper capacity 3140 sheets

250 sheet Dual Offset Catch Tray and 100 sheet Face up Tray

Equipped with Smart Proximity Sensor

Office Finisher LX

2,000 sheet stacker, 50 sheet 2 position stapling

Hole Punch for Office Finisher

2/3 Hole Punch

PostScript Kit

Adds Adobe PostScript 3, Adobe PDF version 1.7, PCL® 6

Ability of Proposer to Perform

MRC/Xerox is known for having a strong management team that focuses on “taking care of the customer” and being involved in the community. MRC now has direct access to Xerox products, infrastructure and support, which translate to more offerings for customers. MRC has maintained a consistent No. 1 rating in customer satisfaction. As the top provider of document management solutions and managed print services, MRC will continue to provide the same familiar talent to serve our customers. MRC has completed numerous large and mid-size implementations within the local Government in the State of California. We have delivered, installed, trained and managed various Managed Print Services programs to help cities gain greater accountability, productivity, and cost reduction in their technology fleet. As a division within Xerox, we have significant resources at our disposal to meet our customer’s needs and deliver customized solutions. Most of our larger customers have developed partnerships with MRC to provide a mix of services, in addition to providing MFP’s. Our retention rate with our major account customers exceeds 90% due to our approach and experience. Some of the unique management tools we use for our important customers (and potential customers, like CITY OF VERNON) include:

Service call escalation: Our largest accounts are also “tagged” within our systems to push their calls to the front of the queue. CITY OF VERNON would also be aligned with a Service Manager for any elevation requirements. In addition to the Public Sector references we outline below, we want to highlight some of our largest Managed Print Customers to demonstrate our expertise in the area of Managed Print Services. These examples are on a larger scale and show MRC’s ability to perform:

eBay Managed Print Services:

MRC has been managing eBay and PayPal for 8 years. Currently, MRC manages over 1,000 devices across 40+ facilities in the US and South America. Some of eBay’s remote sites are relatively small; in some areas less than 40 employees. MRC manages a fleet of HP printers, Xerox/ HP copiers, the FollowYou Printing software solution as well as an onsite print center. MRC has 8 employees onsite at the eBay/ PayPal headquarters in San Jose, California.

Alere Managed Print Services:

MRC has been managing Alere since 2018. After completing 20+ assessments of some of Alere’s key sites across the globe, Alere chose MRC as their sole technology provider for printing solutions. Currently MRC manages over 250 pieces of equipment at multiple locations throughout the US. Through our quarterly review process, we continue to strategize and plan the rollout of MRC’s services to their top priority sites.

Biovia Managed Print Services:

MRC has been managing Biovia for over 20 years. Currently, MRC manages 8 US locations. Biovia has roughly 50 devices throughout the country with proactive management on all

devices. MRC provides a quarterly review every 90 days to collaborate on optimization, goals, improvements, and transparency into budgetary expenses. Other projects that MRC has implemented and managed for Biovia include digital order processing workflow, electronic signature utilizing DocuSign, and integration with ERP AND CRM applications. We automated forms and contract generation utilizing Conga, Salesforce, and DocuSign.

Prindle Law Managed Print Services:

MRC has been managing Prindle for over 14 years. Currently, MRC manages locations in Los Angeles and San Francisco. Prindle has over 100 desktop print devices under management. MRC provides a quarterly review with Prindle that has included customized billing and customized supply delivery solutions.

For more references and list of completed projects similar in size & scope, all of whom are new or refreshed contracts from 2015, please contact the following:

ACCOUNT	City of Garden Grove
<i>Contact</i>	Keith Winston
<i>Title</i>	Sr. IT Analyst
<i>Phone Number</i>	714-741-5050
ACCOUNT	City of Glendale
<i>Contact</i>	Walter Calles
<i>Title</i>	Purchaser
<i>Phone Number</i>	818-551-4668
ACCOUNT	City of Laguna Beach
<i>Contact</i>	Ed Beracoechea
<i>Title</i>	IT Director
<i>Phone Number</i>	949-464-6654
ACCOUNT	City of La Mirada
<i>Contact</i>	Leticia Revilla
<i>Title</i>	Deputy City Clerk
<i>Phone Number</i>	562-943-0131
ACCOUNT	City of South Pasadena
<i>Contact</i>	Lucy Demirjian
<i>Title</i>	Title
<i>Phone Number</i>	626-403-7213

Why MRC Smart Technologies?

There has never been a better time to consider us for your document solutions. We are a wholly owned subsidiary of Xerox Corporation, an \$11 billion-dollar American company that invented the photocopier and pioneered this industry. As a leader in providing innovative document management solutions we are a technology partner with a long-term strategy to ensure you get the most out of your investment. Our local autonomy and leadership enable us to be a single-source solution for every facet of document imaging. This combination provides your business with both the credibility of a worldwide corporation and the reliability of a locally owned company. **We currently provide service to over forty local municipalities.**

Experience: We have been in the document output technology business since 1994, and we have been a leader in developing and staying current with new hardware and software trends for over 30 years. Mid-volume multi-function devices are our longest standing core competency and area of expertise. While we have organically grown to provide other products and services (Software Solutions, Production Color, Wide Format, Printing and Scanning), multi-function devices make up 85+% of our business. To give you an example of our ability to manage large customers, our largest current customer is Southern California Edison (SCE). SCE has been an MRC customer since 2000. We have currently implemented over 1,500 MFPs in their environment. More importantly, we have successfully managed this account through three product refreshes (every 5 years). This should provide reassurance that your RFP requirements are indeed our area of expertise. Further details on our extensive experience are as follows:

- We provide services to over 5,100 customers.
- We have contracts with 13,000 customers in Southern California.
- We have over 600 total employees and over 245 dedicated Service Technicians.
- Our Service Technicians average 8 years of experience.

Nationwide Resources: We provide unsurpassed first-party nationwide service. We centrally manage fleet reporting, escalation procedures, coverage, and guaranteed rates.

Local Inventory: We have a warehouse and parts department dedicated to delivering equipment and parts in a reliable and professional manner. Our Cypress warehouse alone carries over \$3 million worth of new output technology and \$4 million worth of service parts that are readily accessible to our Field Service Technicians so that they can provide exemplary customer service.



Local Billing: We provide local billing that can customize invoices, answer questions, and resolve issues to provide a better customer experience.

Consistency: We treat our customers as long-term business partners. For the last 16 years we have been delivering Quarterly Business Review meetings to keep us in touch with our clients and ensure that we are performing at the highest possible level of support. These reviews document fleet performance, adherence to the Service Level Agreement, recommendations for improvement, and a review of new technology.



Community involvement: Giving back is one of our core values. Each year our employees participate and volunteer in community events that are important to them.

Green Program: This program is essential to customers whose parts become inoperable and need a replacement the same or next day. Our Green Program also makes sure that any used and inoperable machines are disposed of environmentally safely through our EPEAT program. The EPEAT Program takes all our machines that are inoperable, strips them of their useable parts, and disposes of them through a Xerox approved recycler.

Industry Awards: In addition to the other awards pictured below, we have twice been presented with BBB's Torch Award for Ethics. This award annually recognizes organizations who are committed to the highest standard of leadership, character, ethics, and ethical enterprising.





Xerox Corporation has over 27,000 total employees, of which over 600 employees and 245 dedicated Service Technicians are in SoCal. Our Xerox Corporation headquarters is located at 201 Merritt 7 Norwalk, CT 06851. The MRC Smart Technology office is located at 5657 Copley Drive, San Diego CA 92111 and our other local branch office is at 5700 Warland Drive, Cypress CA 90630. Both offices may be reached at 800-769-2679. We understand that developing and adhering to sustainability practices is a key requirement for government agencies. We will be happy to share the successes of our long and deep-rooted commitment. Your primary MRC team will be comprised of, at a minimum, seven individuals. Some of these potential individuals' roles, qualifications and experiences are noted on our "Implementation's Team Bios" section.

Implementation's Team Bios

Tony Barba

Customer Care Manager

Tony has 33 years in the copier service industry, with 6 years in the US Navy as Aviation Electronics Technician and is Net+ certified. He also has certifications on Kodak, Canon, Konica, Sharp and Xerox copiers. Tony is responsible for maintaining excellent customer service to all clients. He ensures integration of your helpdesk with Xerox Office Customer Care team and initiates remote support for end-users through defined escalation procedures. He works with Xerox Office on print server consolidation, software installation and co-authoring SOWs.

Phone:
562-342-7300 x3248
Email:
Tony.Barba@xerox.com

Tara Hubsch

Vice President of Sales

Tara has been with SoCal Office Technologies for 13 years. From those years, three were in Sales and nine in a Management role. She specializes in Managed Print Services, focusing on Major accounts. She is responsible for proposing new plans and strategies to benefit the company, as well as the customer. Tara is also managing

Phone:
714-718-8507
Email:
Tara.Hubsch@xerox.com

the development of sales team that can deliver optimal results for key clients.	
<p>Reynaldo Macalinao <i>Helpdesk Analyst II</i></p> <p>Reynaldo has over 20 years of combined industry experience with hardware, networking and support; half of those years has been with Xerox for over 10 years. His charge is setting up device configuration on new devices prior to delivery and working with IT department to configure devices remotely and troubleshoot hardware and software issues. Additionally, he provides end-users with remote support for troubleshooting hardware and software issues. Reynaldo possesses extensive background with Xerox, Sharp, Konica, Ricoh, Brother and HP hardware and is Lead Analyst on Scope of Work for implementations of new equipment and software for the Education and Government sector.</p>	<p>Phone: 562-342-7300 x3210 Email: Reynaldo.Macalinao@xerox.com</p>
<p>Kirstin Maloney <i>Strategic Technology Advisor</i></p> <p>Kirstin is a Strategic Account Executive, working specifically with larger companies of 250+ employees, both local and nationwide with Xerox Business Solutions for over 8 years. Also, has 4 years of direct experience in working with various cities and government agencies. Critical responsibilities range from initial assessment of facilities, through implementation of the solution, and continues with quarterly reviews to assure complete alignment with her customers' needs. Actively involved in all daily needs of accounts including but not limited to billing request, services, supply and staff/end-user interfacing. Not to mention, she has a great track record for going above and beyond to meet her clients' needs to ensure ultimate customer satisfaction!</p>	<p>Phone: 949-610-6793 Email: Kirstin.Maloney@Xerox.com</p>
<p>Ron Nakasone <i>Field Service Manager</i></p> <p>Ron maintains an excellent relationship with his team and develops new strategies to exceed the client's expectations. Ron's goal is to ensure that his technicians provide above and beyond customer service and that all service inquiries directed to him are resolved immediately. He is responsible for overseeing the Field Service</p>	<p>Phone: 562-342-7300 x3233 Email: Ron.Nakasone@xerox.com</p>

<p>Technicians involved in the delivery, installation, and maintenance of your Multi- function devices. Furthermore, he is responsible for resolving all service-related issues during the terms of your contract.</p>	
<p>Sandra Oden <i>Contract Billing Manager</i> Sandra has been with Xerox Business Solutions for 5 years and has 6 years of industry experience. She is responsible for overseeing the Contract Billing department to confirm that all policies and procedures are met. Sandra is also responsible for maintaining all contractual records and documents and changes that may occur throughout the contract. She handles all major accounts such as: Live Nation, Southern California Edison, Prospect Mortgage, and Dunn Edwards. In 2012 Sandra won the Medallion Award and successfully completed LDP training in 2013.</p>	<p>Phone: 562-342-7300 x2561 Email: SOCContractBilling@xerox.com</p>

Affidavit of Non-Collusion

**- INTENTIONALLY LEFT BLANK, SEE NEXT PAGE FOR
COMPLETED AND SIGNED FORM –**

City of Vernon Managed Print Services (MPS) Request for Proposals

AFFIDAVIT OF NON-COLLUSION BY CONTRACTOR
STATE OF CALIFORNIA)
) ss
COUNTY OF LOS ANGELES)

Matthew Whalen, being first duly sworn deposes

and says that he/she is _____ Chief Financial Officer

(Insert "Sole Owner", "Partner", "President", "Secretary", or other proper title)

of MRC Smart Technology Solutions

(Insert name of bidder)

who submits herewith to the City of Vernon a bid/proposal;

That all statements of fact in such bid/proposal are true;

That such bid/proposal was not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization or corporation;

That such bid/proposal is genuine and not collusive or sham;

That said bidder has not, directly or indirectly by agreement, communication or conference with anyone attempted to induce action prejudicial to the interest of the City of Vernon, or of any other bidder or anyone else interested in the proposed contract; and further

That prior to the public opening and reading of bids/proposals, said bidder:

- a. Did not directly or indirectly, induce or solicit anyone else to submit a false or sham bid/proposal;
- b. Did not directly or indirectly, collude, conspire, connive or agree with anyone else that said bidder or anyone else would submit a false or sham bid/proposal, or that anyone should refrain from bidding or withdraw his/her bid/proposal;
- c. Did not, in any manner, directly or indirectly seek by agreement, communication or conference with anyone to raise or fix the bid/proposal price of said bidder or of anyone else, or to raise or fix any overhead, profit or cost element of his/her bid/proposal price, or of that of anyone else;
- d. Did not, directly or indirectly, submit his/her bid/proposal price or any breakdown thereof, or the contents thereof, or divulge information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, or to any individual or group of individuals, except the City of Vernon, or to any person or persons who have a partnership or other financial interest with said bidder in his/her business.

I certify under penalty of perjury that the above information is correct

By: Matthew Whalen Title: Chief Financial Officer

Date:

EXHIBIT C
SCHEDULE



Pricing for the City of Vernon

Quantity	Item	Xerox AltaLink C8155 Product Description	Copier Service Rates
		Xerox C8155 MFP COLOR COPIER (55PPM BW/55PPM Color MFP)	\$0.0050 BW and \$0.045 Color (*Service Rates Fixed for Term)
		Print, Copy, Scan, Staple, 2/3 Hole-Punch, 4 Paper Trays	Maintenace Agreement based upon Cost Per Copy
12	C8155H2	XEROX ALTALINK C8155H2 MFP COLOR COPIER	Service Rates are Fixed for 36 Month Lease Term without Escalation
12	497K20600	2/3 HOLE PUNCH FOR OFFICE FINISHER	Lease Term: 36 months
12	097S05019	OFFICE FINISHER C8155	



Quantity	Devices Covered Under Manged Print Services	Managed Print Service Rates
1	Brother MFC-8710	\$0.0099 BW and \$0.069 Color (*Service Rates Fixed for Term)
1	Canon MF820	Maintenace Agreement based upon Print Per Image
1	HP Color Laserjet 4700	Service Rates are Fixed for 36 Month Maintenance Agreement without Escalation
1	HP Color Laserjet CM 2320	Includes Service, Parts, & Supplies
1	HP Color Laserjet CP2025	
1	HP Color Laserjet CP3525	
16	HP Color Laserjet M452	
1	HP Color Laserjet M750	
9	HP Color Laserjet MFP M476	
19	HP Color Laserjet MFP M477	
1	HP Laserjet 300 M375	
11	HP Laserjet 400 M451	
3	HP Laserjet 400 M401	
2	HP Laserjet 4240	
4	HP Laserjet 4250	
4	HP Laserjet 500 Color M551	
1	HP Laserjet 600 M602	
1	HP Laserjet M426	
1	HP Laserjet P3010	
2	HP Laserjest P4015	
11	HP Laserjest M451	
6	HP Laserjet M401	
2	HP Laserjet 2015	
2	HP Laserjet P4015	
3	Lexmark MS312	

Total Monthly Equipment Payment:

\$2,116.32

EXHIBIT D
LIVING WAGE PROVISIONS

Minimum Living Wages:

A requirement that Employers pay qualifying employees a wage of no less than \$10.30 per hour with health benefits, or \$11.55 per hour without health benefits.

Paid and Unpaid Days Off:

Employers provide qualifying employees at least twelve compensated days off per year for sick leave, vacation, or personal necessity, and an additional ten days a year of uncompensated time for sick leave.

No Retaliation:

A prohibition on employer retaliation against employees complaining to the City with regard to the employer's compliance with the living wage ordinance. Employees may bring an action in Superior Court against an employer for back pay, treble damages for willful violations, and attorney's fees, or to compel City officials to terminate the service contract of violating employers.

EXHIBIT E

EQUAL EMPLOYMENT OPPORTUNITY

PRACTICES PROVISIONS

- A. Contractor certifies and represents that, during the performance of this Agreement, the contractor and each subcontractor shall adhere to equal opportunity employment practices to assure that applicants and employees are treated equally and are not discriminated against because of their race, religious creed, color, national origin, ancestry, handicap, sex, or age. Contractor further certifies that it will not maintain any segregated facilities.
- B. Contractor agrees that it shall, in all solicitations or advertisements for applicants for employment placed by or on behalf of Contractor, state that it is an "Equal Opportunity Employer" or that all qualified applicants will receive consideration for employment without regard to their race, religious creed, color, national origin, ancestry, handicap, sex or age.
- C. Contractor agrees that it shall, if requested to do so by the City, certify that it has not, in the performance of this Agreement, discriminated against applicants or employees because of their membership in a protected class.
- D. Contractor agrees to provide the City with access to, and, if requested to do so by City, through its awarding authority, provide copies of all of its records pertaining or relating to its employment practices, except to the extent such records or portions of such records are confidential or privileged under state or federal law.
- E. Nothing contained in this Agreement shall be construed in any manner as to require or permit any act which is prohibited by law.

Xerox Financial Services LLC201 Merritt 7
Norwalk, CT 06851**Cost Per Copy Agreement**

Lease Agreement #		Dealer Name:MRC Smart Technology Solutions			
LESSEE INFORMATION					
Full Legal Name The City of Vernon		DBA			
Billing Address 4305 S. Santa Fe Ave.		City Vernon		State CA	ZIP Code 90058
Phone 323-583-8811 Ext. 224		Contact Name Alexis Hwang		Contact Email ahwang@ci.vernon.ca.us	
Lessee PO# (Optional)					
EQUIPMENT					
Quantity	Model and Description		Quantity	Model and Description	
12	Xerox AltaLink C8155				
Equipment Location (if different from Billing Address)					
TERM AND PAYMENT		IMAGE TYPE	IMAGES INCLUDED	EXCESS CHARGE	PRINTS INCLUDED
Initial Lease Term (in months): 36		B&W	—	\$0.005	—
Monthly Lease Payment: \$ 2,116.32 plus applicable charges & taxes		Color	—	\$0.045	—
LESSEE ACCEPTANCE					
BY YOUR SIGNATURE BELOW, YOU ACKNOWLEDGE THAT YOU ARE ENTERING INTO A NON-CANCELLABLE LEASE AND THAT YOU HAVE READ AND AGREED TO ALL APPLICABLE TERMS AND CONDITIONS SET FORTH ON PAGES 1 AND 2 OF THIS LEASE.					
Authorized Signer X		Date		Federal Tax ID # (Required)	
Print Name		Title (indicate President, Partner, Proprietor, etc.)			
LESSOR ACCEPTANCE					
Accepted By: Xerox Financial Services LLC		Name and Title		Date	
TERMS & CONDITIONS					

1. Definitions. The words "you" and "your" mean the legal entity identified in "Lessee Information" above, and "XFS," "we," "us" "Lessor" and "our" means Xerox Financial Services LLC. "Party" means you or XFS, and "Parties" means both you and XFS. "Dealer" means the entity identified in "Dealer Name" above. "Discount Rate" means a rate equal to the 1-year Treasury Constant Maturity rate as published in the Selected Interest Rates table of the Federal Reserve statistical release H.15(519) or successor publication for the week ending immediately prior to the Inception Date. "Equipment" means the items identified in "Equipment" above and in any attached Equipment schedule, plus any Software (as defined in Section 3 hereof), attachments, accessories, replacements, replacement parts, substitutions, additions and repairs thereto. "Excess Charges" means the applicable excess copies and/or prints charges. "Inception Date" means (a) the date Dealer determines Equipment installed by Dealer is operating satisfactorily and is available for your use, or (b) the date Equipment identified by Dealer as being installable by you is delivered to your premises. "Lease" means this Cost Per Copy Agreement, including any attached Equipment schedule. "Lease Payment" means the Monthly Lease Payment specified above, which includes the fixed component of maintenance charges payable to Dealer under the Maintenance Agreement, the Excess Charges (unless otherwise agreed by you, Dealer and XFS), and other charges you, Dealer and XFS agree will be invoiced by XFS on a monthly basis, plus Taxes. "Maintenance Agreement" means a separate agreement between you and Dealer for maintenance and support purposes. "Origination Fee" means a one-time fee of \$125 billed on your first invoice which you agree to pay, covering the origination, documentation, processing and certain other initial costs for the Lease. "Term" means the Initial Lease Term plus any subsequent renewal or extension terms. "UCC" means the Uniform Commercial Code of the State of Connecticut (C.G.S.A. §§42a-1-101 et seq.).

2. Lease, Payments and Late Payments. You agree and represent all Equipment was selected, configured and negotiated by you based upon your own judgment and has been, or is being, supplied by Dealer. At your request, XFS has acquired, or will acquire, the same to lease to you under this Lease and you agree to lease the same from XFS. The Initial Lease Term, which is indicated above, commences on the Inception Date. You agree to pay XFS the first Lease Payment 30 days after the Inception Date; each subsequent Lease Payment, which may include charges you, Dealer and XFS agree will be invoiced by us, shall be payable on the same date of each month thereafter, whether or not XFS invoices you. **If any payment is not paid in full within 30 days after its due date, you will pay a late charge of the greater of 10% of the amount due or \$25, not to exceed the maximum amount permitted by law.** For each dishonored or returned payment, you will be assessed the applicable returned item fee, which shall not exceed \$35. Restrictive covenants on any method of payment will be ineffective.

3. Equipment and Software. To the extent that the Equipment includes intangible property or associated services such as software licenses, such intangible property shall be referred to as "Software." You acknowledge and agree that that XFS has no right, title or interest in the Software and you will comply throughout the Lease Term with any license and/or other agreement ("Software License") with the supplier of the Software ("Software Supplier"). You are responsible for entering into any required Software License with the Software Supplier no later than the Lease Inception Date. You agree the Equipment is for your lawful business use in the United States (including its possessions and territories), will not be used for personal, household or family purposes, and is not being acquired for resale. You will not attach the Equipment as a fixture to real estate or make any permanent alterations to it.

4. Non-Cancellable Lease. **THIS LEASE CANNOT BE CANCELLED OR TERMINATED BY YOU PRIOR TO THE END OF THE INITIAL LEASE TERM. YOUR OBLIGATION TO MAKE ALL LEASE PAYMENTS, AND TO PAY ALL OTHER AMOUNTS DUE OR TO BECOME DUE, IS ABSOLUTE AND UNCONDITIONAL AND NOT SUBJECT TO DELAY, REDUCTION, SET-OFF, DEFENSE, COUNTERCLAIM OR RECOURSE FOR ANY REASON WHATSOEVER, IRRESPECTIVE OF THE PERFORMANCE OF THE EQUIPMENT, DEALER, ANY THIRD PARTY OR XFS.** Any pursued claim by you against XFS for alleged breach of our obligations hereunder shall be asserted solely in a separate action; **provided, however, that your obligations under this Lease shall continue unabated.**

5. End of Lease Options. If you are not in default and if you provide no greater than 150 days and no less than 60 days' prior written notice to XFS, you may, at the end of the Initial Lease Term, either (a) purchase all, but

not less than all, of the Equipment "AS IS, WHERE IS" and WITHOUT ANY WARRANTY AS TO CONDITION OR VALUE at the time of purchase by paying its fair market value, as determined by XFS in its sole but reasonable discretion, plus Taxes, (b) enter into a new lease on mutually agreeable terms, or (c) de-install and return the Equipment, at your expense, fully insured, to a continental US location XFS specifies. If you have not elected one of the above options, you shall be deemed to have entered into a new lease with a 3 month term on terms and conditions identical to this Lease, except that either party may terminate the new lease at the end of its 3 month term on 30 days' prior written notice and, when this new lease terminates, shall take one of the actions identified in (a) (b) or (c) in the preceding sentence or be deemed to have entered into another new lease with a 3 month term as provided herein. Any purchase option shall be exercised with respect to each item of Equipment on the day immediately following the date of expiration of the Lease Term of such item, and by the delivery at such time by you to XFS of payment, in cash or by certified check, of the amount of the applicable purchase price for the Equipment. Upon payment of the applicable amount, XFS shall, upon your request, execute and deliver to you a bill of sale for the Equipment on an "AS IS," "WHERE IS," "WITH ALL FAULTS" basis, without representation or warranty of any kind or nature whatsoever. After such payment, you may trade-in the Equipment as part of another transaction with XFS and, if you do, you must pass unencumbered title of the Equipment being traded-in to XFS.

6. Equipment Return. If the Equipment is returned to XFS, it shall be in the same condition as when delivered to you, normal wear and tear excepted and, if not in such condition, you will be liable for all expenses XFS incurs to return the Equipment to such "normal wear and tear" condition. **IT IS SOLELY YOUR RESPONSIBILITY TO SECURE ANY SENSITIVE DATA AND PERMANENTLY DELETE SUCH DATA FROM THE INTERNAL MEDIA STORAGE PRIOR TO RETURNING THE EQUIPMENT TO XFS. YOU SHALL HOLD XFS HARMLESS FROM YOUR FAILURE TO SECURE AND PERMANENTLY DELETE ALL SUCH LESSEE DATA AS OUTLINED IN THIS SECTION.**

7. Meter Readings and Annual Adjustments. Unless otherwise agreed by you and XFS, you will provide meter readings on all Equipment subject to this Lease at the end of each month during the Initial Lease Term and any additional Term. If you do not provide a timely meter reading, XFS may estimate such reading and invoice you accordingly. If XFS does estimate any meter readings, XFS will make appropriate adjustments on subsequent invoices to you after receiving the actual meter readings from you for the Equipment.

8. Equipment Delivery and Maintenance. Equipment will be delivered to you by Dealer at the location specified on the first page hereof or in an Equipment schedule, and you agree to execute a Delivery & Acceptance Certificate at XFS's request (and confirm same via telephone and/or electronically) confirming that you have received, inspected and accepted the Equipment, and that XFS is authorized to fund the Dealer for the Equipment. If you reject the Equipment, you assume all responsibility for any purchase order or other contract issued on your behalf directly with Dealer. Equipment may not be moved to another location without first obtaining XFS's written consent, which shall not be unreasonably withheld. You shall permit XFS to inspect Equipment and any maintenance records relating thereto during your normal business hours upon reasonable notice. You represent you have entered into a Maintenance Agreement with Dealer to maintain the Equipment in good working order in accordance with the manufacturer's maintenance guidelines, and to provide you with supplies for use with the Equipment. You understand and acknowledge that XFS is acting solely as an administrator for Dealer with respect to the billing and collecting of the charges under the Maintenance Agreement and Excess Charges included in the Lease Payments. **IN NO EVENT WILL XFS BE LIABLE TO YOU FOR ANY BREACH BY THE DEALER OF ANY OF ITS OBLIGATIONS TO YOU, NOR WILL ANY OF YOUR OBLIGATIONS UNDER THIS LEASE BE AFFECTED, MODIFIED, RELEASED OR EXCUSED BY ANY ALLEGED BREACH BY DEALER.**

9. Equipment Ownership, Labeling and UCC Filing. If and to the extent a court deems this Lease to be a security agreement under the UCC, and otherwise for precautionary purposes only, you grant XFS a first priority security interest in your interest in the Equipment and all proceeds thereof in order to secure your performance under this Lease. XFS is and shall remain the sole owner of the Equipment, except the Software. XFS may label the Equipment to identify our ownership interest in it. You authorize XFS to file by any permissible means a UCC financing statement to show, and to do all other acts to protect, our interest in the Equipment. You agree to pay

any filing fees and administrative costs for the filing of such financing statements. You agree to keep the Equipment free from any liens or encumbrances and to promptly notify XFS if there is any change in your organization such that a refinancing or amendment to XFS's UCC financing statement against you becomes necessary.

10. Assignment. YOU MAY NOT ASSIGN, SELL, PLEDGE, TRANSFER, SUBLEASE OR PART WITH POSSESSION OF THE EQUIPMENT, THIS LEASE OR ANY OF YOUR RIGHTS OR OBLIGATIONS UNDER THIS LEASE (COLLECTIVELY "ASSIGNMENT") WITHOUT XFS'S PRIOR WRITTEN CONSENT, WHICH SHALL NOT BE UNREASONABLY WITHHELD, BUT SUBJECT TO THE SOLE EXERCISE OF XFS'S REASONABLE CREDIT DISCRETION AND EXECUTION OF ANY NECESSARY ASSIGNMENT DOCUMENTATION. If XFS agrees to an Assignment, you agree to pay the applicable assignment fee and reimburse XFS for any costs we incur in connection with that Assignment. XFS may sell, assign or transfer all or any part of the Equipment, this Lease and/or any of our rights (but none of our obligations) under this Lease. XFS's assignee will have the same rights that we have to the extent assigned (but none of our obligations) and YOU AGREE NOT TO ASSERT AGAINST SUCH ASSIGNEE ANY CLAIMS, DEFENSES, COUNTERCLAIMS, RECOURPMENTS, OR SET-OFFS THAT YOU MAY HAVE AGAINST XFS. XFS agrees and acknowledges that any Assignment by us will not materially change your obligations under this Lease.

11. Taxes. You will be responsible for, indemnify and hold XFS harmless from, all applicable taxes, fees or charges (including sales, use, personal property and transfer taxes, other than net income taxes), plus interest and penalties, assessed by any governmental entity on the Equipment, this Lease or the amounts payable under this Lease (collectively, "Taxes"), which will be included in XFS's invoice to you unless you timely provide continuing proof of your tax exempt status. If Equipment is delivered to a jurisdiction where certain taxes are calculated and paid at the time of lease initiation, you authorize XFS to finance and adjust your Lease Payment to include such Taxes over the Initial Lease Term unless you require otherwise. Unless and until XFS notifies you in writing to the contrary, XFS will file all personal property tax returns covering the Equipment, pay the personal property taxes levied or assessed thereon, and collect from your account all personal property taxes on the Equipment. This is a true lease for all income tax purposes and you will not claim any credit or deduction for depreciation of the Equipment, or take any other action inconsistent with your status as lessee of the Equipment.

12. Equipment Warranty Information and Disclaimers. XFS IS MERELY A FINANCIAL INTERMEDIARY, AND HAS NO INVOLVEMENT IN THE SALE, DESIGN, MANUFACTURE, CONFIGURATION, DELIVERY, INSTALLATION, USE OR MAINTENANCE OF THE EQUIPMENT. THEREFORE, WITH RESPECT TO EQUIPMENT, XFS DISCLAIMS, AND YOU WAIVE SOLELY AGAINST XFS, ALL WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY, NON-INFRINGEMENT AND FITNESS FOR PARTICULAR PURPOSE, AND XFS MAKES NO REPRESENTATIONS OF ANY KIND OR TYPE, INCLUDING, BUT NOT LIMITED TO, THE EQUIPMENT'S SUITABILITY, FUNCTIONALITY, DURABILITY, OR CONDITION. Since you have selected the Equipment and the Dealer, you acknowledge that you are aware of the name of the manufacturer of each item of Equipment and agree that you will contact each manufacturer and/or Dealer for a description of any warranty rights you may have under the Equipment supply contract, sales order, or otherwise. Provided you are not in default hereunder, XFS hereby assigns to you any warranty rights we may have against Dealer or manufacturer with respect to the Equipment. If the Equipment is returned to XFS, such rights are deemed reassigned by you to XFS. **IF THE EQUIPMENT IS NOT PROPERLY INSTALLED, DOES NOT OPERATE AS WARRANTED, BECOMES OBSOLETE, OR IS UNSATISFACTORY FOR ANY REASON WHATSOEVER, YOU SHALL MAKE ALL RELATED CLAIMS SOLELY AGAINST MANUFACTURER OR DEALER AND NOT AGAINST XFS, AND YOU SHALL NEVERTHELESS CONTINUE TO PAY ALL LEASE PAYMENTS AND OTHER SUMS PAYABLE UNDER THIS LEASE.**

13. Liability and Indemnification. XFS IS NOT RESPONSIBLE FOR ANY LOSSES, DAMAGES, EXPENSES OR INJURIES OF ANY KIND OR TYPE, INCLUDING, BUT NOT LIMITED TO, ANY SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL OR PUNITIVE DAMAGES (COLLECTIVELY, "CLAIMS"), TO YOU OR ANY THIRD PARTY CAUSED BY THE EQUIPMENT OR ITS USE, EXCEPT THOSE CLAIMS ARISING DIRECTLY AND PROXIMATELY FROM XFS'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. In addition, except for Claims arising directly and proximately from XFS's gross negligence or willful misconduct, you assume the risk of liability for, and hereby agree to indemnify and hold safe and harmless, and covenant to defend, XFS, its employees, officers and agents from and against: (a) any and all Claims (including legal expenses of every kind and nature) arising out of the manufacture, purchase, shipment and delivery of the Equipment to you, acceptance or rejection, ownership, leasing, possession, operation, use, return or other disposition of the Equipment, including, without limitation, any liabilities that may arise from patent or latent defects in the Equipment (whether or not discoverable by you), any claims based on absolute tort liability or warranty and any claims based on patent, trademark or copyright infringement; and (b) any and all loss or damage of or to the Equipment.

14. Default and Remedies. You will be in default under this Lease if (1) XFS does not receive any payment within 10 days after its due date, or (2) you breach any other obligation under this Lease or any other agreement with XFS. If you default, and such default continues for 10 days after XFS provides notice to you, XFS may, in addition to other remedies (including requesting the Dealer to cease performing under the Maintenance Agreement), require you to promptly return the Equipment as provided in Sections 5 and 6 hereof, and require immediate payment, as liquidated damages for loss of bargain and not as a penalty, of the sum of: (a) all amounts then due, plus interest from the due date until paid at the rate of 1.5% per month; (b) the Lease Payments remaining in the Initial Lease Term (including the fixed maintenance component thereof, if permitted under the Maintenance Agreement), discounted at the Discount Rate to the date of default, and (c) Taxes. In addition, if you do not return the Equipment as required above, you agree to pay XFS the fair market value thereof, as reasonably determined by XFS, as of the end of the Initial Lease Term, discounted at the Discount Rate to the date of default. You agree to pay all reasonable costs, including attorneys' fees and disbursements, incurred by XFS to enforce this Lease.

15. Risk of Loss and Insurance. You assume and agree to bear the entire risk of loss, theft, destruction or other impairment of the Equipment upon delivery. You, at your own expense, (i) shall keep Equipment insured against loss or damage at a minimum of full replacement value thereof, and (ii) shall carry public liability insurance against bodily injury, including death, and against property damage in the amount of at least \$2 million (collectively, "Required Insurance"). All such Required Insurance shall be with loss payable to "XFS, its successors and/or assigns, as their interests may appear," and shall be with companies reasonably acceptable to XFS. In addition, XFS shall be similarly named as an additional insured on all public liability insurance policies. The Required Insurance shall provide for 30 days' prior notice to XFS of cancellation.

YOU MUST PROVIDE XFS OR OUR DESIGNEES WITH SATISFACTORY WRITTEN EVIDENCE OF REQUIRED INSURANCE WITHIN 30 DAYS OF THE INCEPTION DATE AND ANY SUBSEQUENT WRITTEN REQUEST BY XFS OR OUR DESIGNEES. **IF YOU DO NOT DO SO, THEN IN LIEU OF OTHER REMEDIES FOR DEFAULT, XFS IN OUR DISCRETION AND AT OUR SOLE OPTION MAY (BUT IS NOT REQUIRED TO) OBTAIN INSURANCE FROM AN INSURER OF XFS'S CHOOSING, WHICH MAY BE AN XFS AFFILIATE, IN SUCH FORMS AND AMOUNTS AS XFS DEEMS REASONABLE TO PROTECT XFS'S INTERESTS (COLLECTIVELY "EQUIPMENT INSURANCE"). EQUIPMENT INSURANCE WILL COVER THE EQUIPMENT AND XFS; IT WILL NOT NAME YOU AS AN INSURED AND MAY NOT COVER ALL OF YOUR INTEREST IN THE EQUIPMENT AND WILL BE SUBJECT TO CANCELLATION AT ANY TIME. YOU AGREE TO PAY XFS PERIODIC CHARGES FOR EQUIPMENT INSURANCE (COLLECTIVELY "INSURANCE CHARGES") THAT INCLUDE: AN INSURANCE PREMIUM THAT MAY BE HIGHER THAN IF YOU MAINTAINED THE REQUIRED INSURANCE SEPARATELY; A FINANCE CHARGE OF UP TO 1.5% PER MONTH ON ANY ADVANCES MADE BY XFS OR OUR AGENTS; AND COMMISSIONS, BILLING AND PROCESSING FEES; ANY OR ALL OF WHICH MAY GENERATE A PROFIT TO XFS OR OUR AGENTS. XFS MAY ADD INSURANCE CHARGES TO EACH LEASE PAYMENT.** XFS shall discontinue billing or

debiting Insurance Charges for Equipment Insurance upon receipt and review of satisfactory evidence of Required Insurance.

You must promptly notify XFS of any loss or damage to Equipment which makes any item of Equipment unfit for continued or repairable use. You hereby irrevocably appoint XFS as your attorney-in-fact to execute and endorse all checks or drafts in your name to collect under any such Required Insurance. Insurance proceeds from Required Insurance or Equipment Insurance received shall be applied, at XFS's option, to (x) restore the Equipment so that it is in the same condition as when delivered to you (normal wear and tear excepted), or (y) if the Equipment is not restorable, to replace it with like-kind condition Equipment from the same manufacturer, or (z) pay to XFS the greater of (i) the total unpaid Lease Payments for the entire term hereof (discounted to present value at the Discount Rate) plus XFS's residual interest in such Equipment (herein agreed to be 20% of the Equipment's original cost to XFS, discounted to present value at the Discount Rate) plus any other amounts due to us under this Lease, or (ii) the fair market value of the Equipment immediately prior to the loss or damage, as determined by XFS. **NO LOSS OR DAMAGE TO EQUIPMENT, OR XFS'S RECEIPT OF INSURANCE PROCEEDS, SHALL RELIEVE YOU OF ANY OF YOUR REMAINING OBLIGATIONS UNDER THIS LEASE.**

Notwithstanding procurement of Equipment Insurance or Required Insurance, you remain primarily liable for performance under subclauses (x), (y) or (z) in the third sentence of this paragraph in the event the applicable insurance carrier fails or refuses to pay any claim. **YOU AGREE (I) TO ARBITRATE ANY DISPUTE WITH XFS, OUR AGENTS OR ASSIGNS REGARDING THE EQUIPMENT INSURANCE AND/OR INSURANCE CHARGES UNDER THE RULES OF THE AMERICAN ARBITRATION ASSOCIATION IN FAIRFIELD COUNTY, CT, (II) THAT ARBITRATION (NOT A COURT) SHALL BE THE EXCLUSIVE REMEDY FOR SUCH DISPUTES; AND (III) THAT CLASS ARBITRATION IS NOT PERMITTED.** This arbitration requirement does not apply to any other provision of this Lease.

16. Finance Lease and Lessee Waivers. The parties agree this Lease is a "finance lease" under UCC Article 2A. You waive, solely against XFS and its successors and assigns, (a) all rights and remedies conferred on a lessee under Article 2A (Sections 508-522) of the UCC (C.G.S.A. §§42a-2A-724-737), and (b) any rights you now or later may have which require XFS to sell, lease or otherwise use any Equipment to reduce our damages including our realization of the remaining value of the Equipment, or which may otherwise limit or modify any of our rights or remedies.

17. Authorization of Signer and Credit Review. You represent that you may lawfully enter into, and perform, this Lease, that the individual signing this Lease on your behalf has all necessary authority to do so, and that all financial information you provide completely and accurately represents your financial condition. You agree to furnish financial information that XFS may request now, including your tax identification number, and you authorize XFS to obtain credit reports on you in the future should you default or fail to make prompt payments under this Lease.

18. Original and Sole Controlling Document; No Modifications Unless in Writing. This Lease constitutes the entire agreement between the Parties as to the subjects addressed herein, and representations or statements not included herein are not part of this Lease and are not binding on the Parties. You agree that an executed copy of this Lease that is signed by your authorized representative and by XFS's authorized representative (an original manual signature or such signature reproduced by means of a reliable electronic form, such as electronic transmission of a facsimile or electronic signature) shall be marked "original" by XFS and shall constitute the only original document for all purposes. All other copies shall be duplicates. To the extent this Lease constitutes chattel paper (as defined in the UCC), no security interest in this Lease may be created except by the possession or transfer of the copy marked "original" by XFS. If a PURCHASE ORDER OR OTHER DOCUMENT IS ISSUED BY YOU, NONE OF ITS TERMS AND CONDITIONS SHALL HAVE ANY FORCE OR EFFECT, AS THE TERMS AND CONDITIONS OF THIS LEASE EXCLUSIVELY GOVERN THE TRANSACTION DOCUMENTED HEREIN. THE DEALER AND ITS REPRESENTATIVES ARE NOT OUR AGENTS AND ARE NOT AUTHORIZED TO MODIFY OR NEGOTIATE THE TERMS OF THIS LEASE. **THIS LEASE MAY NOT BE AMENDED OR SUPPLEMENTED EXCEPT IN A WRITTEN AGREEMENT SIGNED BY AUTHORIZED REPRESENTATIVES OF THE PARTIES AND NO PROVISIONS CAN BE WAIVED EXCEPT IN A WRITING SIGNED BY XFS.** XFS's failure to object to terms contained in any communication from you will not be a waiver or modification of the terms of this Lease. You authorize XFS to insert or correct missing information on this Lease, including but not limited to your proper legal name, lease numbers, serial numbers and other information describing the Equipment, so long as there is no material impact to your financial obligations.

19. Governing Law, Jurisdiction, Venue and JURY TRIAL WAIVER. THIS LEASE IS GOVERNED BY, AND SHALL BE CONSTRUED IN ACCORDANCE WITH, THE LAWS OF THE STATE OF CALIFORNIA (WITHOUT REGARD TO CONFLICT OF LAW PRINCIPLES THAT WOULD OTHERWISE REQUIRE APPLICATION OF LAWS OF ANOTHER JURISDICTION). THE JURISDICTION AND VENUE OF ANY ACTION TO ENFORCE THIS LEASE, OR OTHERWISE RELATING TO THIS LEASE, SHALL BE IN A FEDERAL OR STATE COURT IN CALIFORNIA OR, EXCLUSIVELY AT XFS'S OPTION, IN ANY OTHER FEDERAL OR STATE COURT WHERE THE EQUIPMENT IS LOCATED OR WHERE XFS'S OR YOUR PRINCIPAL PLACES OF BUSINESS ARE LOCATED, AND YOU HEREBY WAIVE ANY RIGHT TO TRANSFER VENUE. **THE PARTIES HEREBY WAIVE ANY RIGHT TO TRIAL BY JURY IN ANY ACTION RELATED TO OR ARISING OUT OF THIS LEASE.**

20. Miscellaneous. Your obligations under the "Taxes" and "Liability" Sections commence upon execution, and survive the expiration or earlier termination, of this Lease. Notices under this Lease must be in writing. Notices to you will be sent to the "Billing Address" provided on the first page hereof, and notices to XFS shall be sent to our address provided on the first page hereof. Notices will be deemed given 5 days after mailing by first class mail or 2 days after sending by nationally recognized overnight courier. Invoices are not considered notices and are not governed by the notice terms hereof. You authorize XFS to communicate with you by any electronic means (including cellular phone, email, automatic dialing and recorded messages) using any phone number (including cellular) or electronic address you provide to us. If a court finds any term of this Lease unenforceable, the remaining terms will remain in effect. The failure by either Party to exercise any right or remedy will not constitute a waiver of such right or remedy. If more than one party has signed this Lease as lessee, each such party agrees that its liability is joint and several. The following four sentences control over every other part of this Lease. Both Parties will comply with applicable laws. XFS will not charge or collect any amounts in excess of those allowed by applicable law. Any part of this Lease that would, but for the last four sentences of this Section, be read under any circumstances to allow for a charge higher than that allowed under any applicable legal limit, is modified by this Section to limit the amounts chargeable under this Lease to the maximum amount allowed under the legal limit. If, in any circumstances, any amount in excess of that allowed by law is charged or received, any such charge will be deemed limited by the amount legally allowed and any amount received by XFS in excess of that legally allowed will be applied by us to the payment of amounts legally owed under this Lease or refunded to you.

21. Non-Appropriation. Your obligation to pay the Lease Payments and any other amounts due is contingent upon approval of the appropriation of funds by your governing body. In the event funds are not appropriated for any fiscal period equal to amounts due under the Lease, and you have no other funds legally available to be allocated to the payment of your obligations under this Agreement, you may terminate the Agreement effective on the first day of such fiscal period ("Termination Date") if: (a) you have used due diligence to exhaust all funds legally available; and (b) XFS has received written notice from you at least 30 days before the Termination Date. At XFS's request, you shall promptly provide supplemental documentation as to such non-appropriation. Upon the occurrence of such non-appropriation, you shall not be obligated for payment of any Lease Payment for any fiscal period for which funds have not been so appropriated, and you shall promptly deliver the Equipment to the Dealer (or such other party as we may designate) as set forth in the return provisions of the Lease.

City Council Agenda Item Report

Agenda Item No. COV-310-2020

Submitted by: Veronica Petrosyan

Submitting Department: Health and Environmental Control Department

Meeting Date: September 1, 2020

SUBJECT

Memorandum of Understanding with the University of Southern California (USC) for Corona Virus-19 (COVID-19) Vaccine Trial

Recommendation:

Approve the Memorandum of Understanding between the City of Vernon and USC, in substantially the same form as submitted, for COVID-19 vaccine trial.

Background:

On March 14, 2020, the City of Vernon declared a local and public health emergency in response to the increased spread of the coronavirus-2019 (COVID-19) across the country. As part of the U.S. government response, Keck School of Medicine of USC (USC) is enrolling volunteers in a multi-center clinical trial to determine if an experimental vaccine known as AZD1222 provides protection against COVID-19. The trial will also test if the study vaccine can reduce the severity of COVID-19 illness in those who become infected.

One of the goals for USC is to enroll participants at the greatest risk of contracting COVID-19, such as those from the Latino and Black communities, those older than 65, and factory workers. Due to its high concentrations of factories and warehouses and large number of essential workers, USC identified the City of Vernon as a prime location to enroll participants by setting up a satellite location for the vaccine trial. As a satellite location, the City of Vernon will provide space and utility services for USC to set up two (2) stationary trailers to conduct the vaccine study.

The City's involvement with the COVID-19 vaccine trial would be a monumental effort that would be of great significance not only in the United States, but for the entire world. Staff recommends that the City Council approve the Memorandum of Understanding with USC to support the COVID-19 vaccine trial.

The proposed Memorandum of Understanding has been reviewed and approved as to form by the Office of the City Attorney.

Fiscal Impact:

The satellite location for the COVID-19 vaccine trial will not pose a financial impact to the City of Vernon.

Attachments:

1. [MOU with USC](#)

**CITY OF VERNON
MEMORANDUM OF UNDERSTANDING
BETWEEN
CITY OF VERNON
AND
UNIVERSITY OF SOUTHERN CALIFORNIA**

PREFACE

This Memorandum of Understanding (“MOU”) is entered into this September 1, 2020, by and between the City of Vernon and the University of Southern California (hereafter referred to as “Provider”).

BACKGROUND

On March 14, 2020, the City of Vernon declared a local and public health emergency in response to the increased spread of the coronavirus-2019 (COVID-19) across the country. As part of the U.S. government response to the COVID-19 pandemic, the Provider who is part of a nationwide network called the CoVPN is helping NIH study vaccines for COVID-19. One of the Provider goals is to enroll populations at high risk of acquiring or having complications of COVID-19 in specific industries such as healthcare and the meatpacking industry.

The study entails a Phase III Randomized, Double-blind, Placebo-controlled Multicenter Study in Adults to Determine the Safety, Efficacy, and Immunogenicity of AZD1222, a Non-replicating ChAdOx1 Vector Vaccine, for the Prevention of COVID-19.

To support the study, the City of Vernon is collaborating with the Provider by providing space and utilities for two (2) stationary trailers that will use for the study. The study sponsor will supply the trailers via the Logistics Civil Augmentation Program (LOGCAP <https://www.kbr.com/en/experience/logistics-civil-augmentation-program-logcap>). All internal supplies to include personal protective equipment (PPE) will be provided by the study team.

I. TERM OF MOU

This MOU will be effective upon the date written above and shall continue through September 1, 2023, unless sooner terminated according to Section III, “Termination”.

II. DISPUTE

Any disputes between City of Vernon and Provider regarding the performance of services reflected in this MOU will be brought to the attention of the City Administrator of the City of Vernon. Any such dispute(s) shall be resolved by and final binding arbitration in California.

III. TERMINATION

Either party may terminate this MOU at any time, with or without cause, upon giving at least thirty (30) calendar days' advance written notice to the other party. Any written notice of termination shall state the future date that termination shall become effective.

IV. INDEMNIFICATION

Provider agrees to defend, indemnify, and hold harmless the City of Vernon, its officials (elected and appointed), agents, and employees from any and all third-party claims, lawsuits, or liability arising out of, in connection with, or incident to any loss, damage or injury to persons or property, including death, in proportion to and to the extent arising from the negligence or willful misconduct of Provider, its agents, volunteers, employees, subcontractors or invitees while engaging in the activities pursuant to this MOU, except for the wrongful or negligent acts of the City of Vernon.

V. DESCRIPTION OF SERVICES

A. PROVIDER RESPONSIBILITIES

Provider shall perform all of the following duties as part of its obligation under this MOU with City of Vernon:

Provide 2 fully equipped trailers to conduct study visits related to COVID-19 Vaccine Study Protocol: D8110C00001: A Phase III Randomized, Double-blind, Placebo-controlled Multicenter Study in Adults to Determine the Safety, Efficacy, and Immunogenicity of AZD1222, a Non-replicating ChAdOx1 Vector Vaccine, for the Prevention of COVID-19 and to be installed by City of Vernon at city's designated location. Study visits to be performed by USC research personnel.

B. CITY OF VERNON RESPONSIBILITIES

The City of Vernon, shall perform all of the following duties as part of its obligation under this MOU with Provider:

- Provide designated spaces for the two trailers
- Provide electrical, water, and sewer connections/hookups for the trailers
- Provide storage space for auxiliary support materials, if needed
- Assist with the recruitment of businesses in the City of Vernon for participation of the COVID-19 vaccine trial

By entering into this MOU, the City is not guaranteeing securing business or individual employee participation in the COVID-19 trial.

VI. AMENDMENTS

It is mutually agreed that this MOU may be modified or amended by mutual consent, and such modification shall be in writing and effective upon the execution of a written amendment of this MOU by both parties hereto.

VII. COST

No reimbursement or compensation will be made by either party to the other for the responsibilities described herein.

VIII. MISCELLANEOUS

Neither party shall be deemed in default of this MOU to the extent that performance of its obligations or attempts to cure any breach are delayed, restricted or prevented by reason of any acts of God, medical epidemic or pandemic, government-imposed quarantine, fire, natural disaster, an act of government, strikes or labor disputes, inability to provide materials, power or supplies, or any other act or condition beyond the reasonable control of any of the parties.

EXCEPT AS EXPRESSLY SET FORTH IN THIS MOU, PROVIDER DISCLAIMS ANY AND ALL EXPRESS WARRANTIES, WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND IMPLIED WARRANTIES OF MERCHANTABILITY, OR OTHER EXPRESS OR IMPLIED WARRANTIES OF ANY KIND. NOTWITHSTANDING ANYTHING TO THE CONTRARY CONTAINED HEREIN, TO THE MAXIMUM EXTENT PERMITTED BY LAW, IN NO EVENT WILL EITHER PARTY BE RESPONSIBLE FOR ANY INCIDENTAL, CONSEQUENTIAL, INDIRECT, SPECIAL, PUNITIVE, OR EXEMPLARY DAMAGES OF ANY KIND, INCLUDING DAMAGES FOR LOST GOODWILL, LOST PROFITS, LOST BUSINESS OR OTHER INDIRECT ECONOMIC DAMAGES, WHETHER SUCH CLAIM IS BASED ON CONTRACT, NEGLIGENCE, TORT (INCLUDING STRICT LIABILITY) OR OTHER LEGAL THEORY, AS A RESULT OF A BREACH OF ANY WARRANTY OR ANY OTHER TERM OF THIS MOU, AND REGARDLESS OF WHETHER A PARTY WAS ADVISED OR HAD REASON TO KNOW OF THE POSSIBILITY OF SUCH DAMAGES IN ADVANCE.

IX. DESIGNATION OF RESPONSIBLE PARTIES

The following persons, identified by position and title, have been designated as the responsible parties for all communications, including required notices, related of this MOU:

City of Vernon Contacts:

Name: Freddie Agyin, MA, REHS
Title: Director of Health and Environmental Control
Address: 4305 South Santa Fe Avenue, Vernon, CA 90058
Phone: (323) 826-1448
E-mail: fagyin@ci.vernon.ca.us

University of Southern California Contact:

Name: Luis M. Mendez
Title: Study Coordinator
Address: University of Southern California CRS 1201
1300 N. Mission Rd., Room 349
Los Angeles, CA 90033
Phone: (323) 409-8283
E-mail: lmendez@usc.edu

IN WITNESS HEREOF, THE PARTIES HERETO HAVE CAUSED THIS MOU TO BE DULY EXECUTED ON THE DAY MONTH, AND YEAR INDICATED ON PAGE 1.

CITY OF VERNON

CARLOS R. FANDINO, JR.,
City Administrator

DATE

ATTEST:

APPROVED AS TO FORM:

LISA POPE, City Clerk

ARNOLD M. ALVAREZ-GLASMAN,
Interim City Attorney

Attachment A

Scope of Work

The University of Southern California Clinical Research Site 1201 will provide 2 fully equipped trailers to conduct study visits related to COVID-19 Vaccine Study Protocol: D8110C00001: A Phase III Randomized, Double-blind, Placebo-controlled Multicenter Study in Adults to Determine the Safety, Efficacy, and Immunogenicity of AZD1222, a Non-replicating ChAdOx1 Vector Vaccine, for the Prevention of COVID-19 and to be installed by City of Vernon at city's designated location. Study visits to be performed by USC research personnel under the oversight of Michael P. Dube, MD, Principal Investigator.

City Council Agenda Item Report

Agenda Item No. COV-317-2020

Submitted by: Daniel Wall

Submitting Department: Public Works

Meeting Date: September 1, 2020

SUBJECT

Contract for Fire Station Remodeling Required for Transition to the Consolidated Fire Protection District of Los Angeles County (LA County Fire)

Recommendation:

- A. Find that approval of the proposed action is categorically exempt from California Environmental Quality Act (CEQA) review, in accordance with CEQA Guidelines Sections 15301 - 15332 for Class 1: Existing Facilities;
- B. Accept the bid from Fasone Construction, Inc.;
- C. Approve and authorize the City Administrator to execute a contract with Fasone, Construction Inc. in substantially the same form as submitted, in an amount not to exceed \$547,034.72 for the required remodeling of Fire Station 76; and
- D. Authorize a contingency amount of \$25,000 in the event of an unexpected changed condition in the project and grant authority to the City Administrator to issue Change Orders for an amount up to the contingency amount, if necessary.

Background:

On May 19, 2020, the Vernon City Council adopted Resolution 2020-12 authorizing the transfer of the City's Fire Department to the Consolidated Fire Protection District of Los Angeles County (LA County Fire) for fire protection, paramedic and incidental services within the City. As part of the Agreement for Services By and Between the Consolidated Fire Protection District of Los Angeles County and the City of Vernon (Agreement), the parties agreed that any non-routine repairs in excess of \$100,000 are major repairs and are the responsibility of the City. The City is obligated to make such repairs as identified by LA County Fire and agreed upon by the City Administrator.

The provisions of the Agreement impose upon the City the obligation to conduct the repairs requested by LA County Fire in a manner acceptable and under the standards established by LA County Fire. LA County Fire has identified one-time conversion costs or repairs. City staff has reviewed the proposed repairs and will continue to work with LA County Fire to facilitate the necessary renovations required for each of the Fire Stations that will be occupied by LA County Fire personnel.

Specifically, at Fire Station 76, there are five interior construction conversion items with a combined LA County Fire estimated cost of \$666,250. These items are:

- *Privacy and Access Modifications
- *Turnout Room improvements
- *Kitchen Remodel
- *Bathroom reconstruction
- *Electrical Upgrades

LA County Fire has identified Fasone Construction, a construction company that they have utilized in the past, to perform the repairs noted above since this vendor is familiar with the standards and specifications of LA County Fire. Fasone Construction provided a bid to the City of \$547,034.72 to do this work; this is a savings of \$119,215.28 from LA County Fire's estimate. As previously stated, Fasone Construction has performed work for LA County Fire in the past, is a county approved vendor, and has been regarded as a trusted partner in equivalent projects. The work proposed to be completed by Fasone Construction at Fire Station 76 in Vernon has been approved by LA County Fire's project management team, as plans meet the stringent project specifications set forth by the agency to provide standardized live/work environments for Fire personnel. Due to the highly specialized construction/rehabilitation requirements of LA County Fire and their endorsement of the firm, the selection of Fasone Construction is exempt from the City's competitive bidding pursuant to Section 2.17.12(A)(2) which states that services are available from only one vendor for unique services. Staff consulted with the Interim City Attorney who confirmed that a direct award of this contract is permitted based upon the terms and conditions of the Agreement between the City and LA County Fire and other allowed exceptions under Vernon's Municipal Code and Purchasing Policies. It is, therefore, recommended by staff that the City Council approve the contract with Fasone Construction in order to recognize the savings noted above and to fulfill the specific needs and requirements of LA County Fire.

With the impending LA County Fire transition scheduled to occur in late October 2020, there is a limited window of time in which the City may establish a contract with a vendor directly, independent of LA County Fire. After November 1st, if such a contract is not yet in effect, LA County Fire will lead the effort in the construction/renovation project and all costs (including related administrative fees) will be passed on to the City. If the City opts to allow LA County Fire to coordinate the execution of the required construction, the City's opportunity to capitalize on any savings will be forfeited, and the project will be completed at a higher overall cost.

The proposed contract has been reviewed and approved as to form by the City Attorney's Office.

Fiscal Impact:

An amount of \$1,150,000 was budgeted in account 011.1049 for Fiscal Year 2020-2021 under "Misc Fire Station Upgrades for Transfer". The cost of the contract with Fasone Construction is \$547,034.72, a savings of over \$119,000 compared to LA County Fire's estimate for this work. Therefore, sufficient funds are available to cover the cost of this project.

Attachments:

1. [CS-1266 - Fire Station 76 Dormitory, Kitchen & Bathroom Improvements](#)
2. [LA County Fire Conversion Cost Estimates](#)

LABOR AND MATERIALS CONTRACT BETWEEN THE CITY OF VERNON AND FASONE
CONSTRUCTION FOR CONTRACT NO. CS-1266 – DORMITORY, KITCHEN AND
BATHROOM IMPROVEMENTS AT VERNON FIRE STATION NO. 76

COVER PAGE

Contractor:	Fasone Construction
Responsible Principal of Contractor:	Leonardo Vargas, Vice-president of Construction and Development
Notice Information - Contractor:	Fasone Construction 9124 Norwalk Boulevard Santa Fe Springs, CA 90670 Attention: Leonardo Vargas, Vice-president Of Construction and Development Phone: (562) 948-3349 Facsimile: (562) 948-4509
Notice Information - City:	City of Vernon 4305 Santa Fe Avenue Vernon, CA 90058 Attention: Daniel S. Wall Director of Public Works Telephone: (323) 583-8811 ext. 305 Facsimile: (323) 826-1435
Commencement Date:	September 14, 2020
Termination Date:	December 13, 2020
Consideration:	Total not to exceed \$547,034.72 (includes all applicable sales tax); and more particularly described in Exhibit C
Records Retention Period	Three (3) years, pursuant to Section 8.3

LABOR AND MATERIALS CONTRACT BETWEEN THE CITY OF VERNON AND FASONE
CONSTRUCTION FOR CONTRACT NO. CS-1266 – DORMITORY, KITCHEN AND
BATHROOM IMPROVEMENTS AT VERNON FIRE STATION NO. 76

This Contract is made between the CITY OF VERNON ("City"), a California charter City and California municipal corporation, and Fasone Construction, a California corporation, with headquarters located at 9124 Norwalk Boulevard, Santa Fe Springs, CA 90670 ("Contractor").

The City and Contractor agree as follows:

1.0 Contractor shall furnish all necessary and incidental labor, material, equipment, transportation and services as described in, and strictly in accordance with, and subject to all terms and conditions set forth in Specifications for CONTRACT NO. CS-1266 – DORMITORY, KITCHEN AND BATHROOM IMPROVEMENTS AT VERNON FIRE STATION NO. 76, as more fully set forth in the Specifications, attached hereto and incorporated herein by reference as Exhibit "A", and set forth in the Special Provisions attached hereto and incorporated herein by reference as Exhibit "B."

2.0 All work shall be done in a manner satisfactory to the City's Director of Public Works (the "Director"), or the Director's designee, in writing, and shall be of highest quality with respect to the contract specifications.

In the event Contractor fails to perform satisfactorily the City shall advise Contractor in writing, and Contractor shall have thirty (30) days to cure such failure to satisfactorily perform. If Contractor fails to so cure its performance within said 30 days, the City may, at its option, terminate this Contract for default without further liability, other than payment to Contractor for work performed satisfactorily prior to the date of termination.

3.0 Contractor shall commence work upon the signing of this contract and shall perform work requested in writing by Director.

4.0 In consideration of satisfactory and timely Performance of requested work pursuant to the Schedule set forth in Exhibit "C," which is attached hereto and incorporated herein by reference, the City shall pay Contractor as follows:

The bid amounts, according to the requested and accepted price set forth in the Contractor's bid proposal, attached hereto and incorporated herein by reference as Exhibit "C". The total amount to be paid to the Contractor during the term of this contract shall not exceed Five Hundred and Forty Seven Thousand, Thirty Four Dollars, and Seventy Two Cents (\$547,034.72) without the prior approval of the City Administrator and without a written amendment of this contract.

5.0 Concurrently with the execution of this Contract, Contractor shall furnish bonds of a surety satisfactory to the City, as provided in the specifications. The cost of the bonds shall be paid by Contractor.

6.0 GENERAL TERMS AND CONDITIONS.

6.1 INDEPENDENT CONTRACTOR.

6.1.1 It is understood that in the performance of the services herein provided for, Contractor shall be, and is, an independent contractor, and is not an agent or employee of City and shall furnish such services in its own manner and method except as required by this Contract. Further, Contractor has and shall retain the right to exercise full control over the employment, direction, compensation and discharge of all persons employed by Contractor in the performance of the services hereunder. Contractor shall be solely responsible for, and shall indemnify, defend and save City harmless from all matters relating to the payment of its employees, including compliance with social security, withholding and all other wages, salaries, benefits, taxes, exactions, and regulations of any nature whatsoever.

6.1.2 Contractor acknowledges that Contractor and any subcontractors, agents or employees employed by Contractor shall not, under any circumstances, be considered employees of the City, and that they shall not be entitled to any of the benefits or rights afforded employees of City, including, but not limited to, sick leave, vacation leave, holiday pay, Public Employees Retirement System benefits, or health, life, dental, long-term disability or workers' compensation insurance benefits.

6.2 CONTRACTOR NOT AGENT. Except as the City may authorize in writing, Contractor and its subcontractors, if any, shall have no authority, express or implied, to act on behalf of or bind the City in any capacity whatsoever as agents or otherwise.

6.3 OWNERSHIP OF WORK. All reports, drawings, plans, specifications, computer tapes, floppy disks and printouts, studies, memoranda, computation sheets and other documents prepared by Contractor in furtherance of the work shall be the sole property of City and shall be delivered to City whenever requested. Contractor shall keep such documents and materials on file and available for audit by the City for at least three (3) years after completion or earlier termination of this Contract. Contractor may make duplicate copies of such materials and documents for its own files or for such other purposes as may be authorized in writing by the City.

6.4 CORRECTION OF WORK. Contractor shall promptly correct any defective, inaccurate or incomplete tasks, deliverables, goods, services and other work, without additional cost to the City. The performance or acceptance of services furnished by Contractor shall not relieve the Contractor from the obligation to correct subsequently discovered defects, inaccuracy or incompleteness.

6.5 WAIVER. The City's waiver of any term, condition, breach or default of this Contract shall not be considered to be a waiver of any other term, condition, default or breach, nor of a subsequent breach of the one waived.

6.6 SUCCESSORS. This Contract shall inure to the benefit of, and shall be binding upon, the parties hereto and their respective heirs, successors and/or assigns.

6.7 NO ASSIGNMENT. Contractor shall not assign or transfer this Contract or any rights hereunder without the prior written consent of the City and approval by the City Attorney, which may be withheld in the City's sole discretion. Any unauthorized assignment or transfer shall be null and void and shall constitute a material breach by the Contractor of its

obligations under this Contract. No assignment shall release the original parties or otherwise constitute a novation.

6.8 COMPLIANCE WITH LAWS. Contractor shall comply with all Federal, State, County and City laws, ordinances, resolutions, rules and regulations, which are, as amended from time to time, incorporated herein and applicable to the performance hereof.

6.9 ATTORNEY'S FEES. If any action at law or in equity is brought to enforce or interpret the terms of this Contract, the prevailing party shall be entitled to reasonable attorney's fees, costs and necessary disbursements in addition to any other relief to which such party may be entitled.

7.0 INTERPRETATION.

7.1 APPLICABLE LAW. This Contract, and the rights and duties of the parties hereunder (both procedural and substantive), shall be governed by and construed according to the laws of the State of California, without regards to its conflict of laws rules.

7.2 ENTIRE AGREEMENT. This Contract, including any Exhibits attached hereto, constitutes the entire agreement and understanding between the parties regarding its subject matter and supersedes all prior or contemporaneous negotiations, representations, understandings, correspondence, documentation and agreements (written or oral).

7.3 WRITTEN AMENDMENT. This Contract may only be changed by written amendment signed by Contractor and the City Administrator or other authorized representative of the City, subject to any requisite authorization by the City Council. Any oral representations or modifications concerning this Contract shall be of no force or effect.

7.4 SEVERABILITY. If any provision in this Contract is held by any court of competent jurisdiction to be invalid, illegal, void, or unenforceable, such portion shall be deemed severed from this Contract, and the remaining provisions shall nevertheless continue in full force and effect as fully as though such invalid, illegal, or unenforceable portion had never been part of this Contract.

7.5 ORDER OF PRECEDENCE. In case of conflict between the terms of this Contract and the terms contained in any document attached as an Exhibit or otherwise incorporated by reference, the terms of this Contract shall strictly prevail. The terms of the City's Specifications shall control over the Contractor's bid.

7.6 CHOICE OF FORUM. The parties hereby agree that this Contract is to be enforced in accordance with the laws of the State of California, is entered into in the City of Vernon and that all claims or controversies arising out of or related to performance under this Contract shall be submitted to and resolved in a forum within the County of Los Angeles at a place to be determined by the rules of the forum.

7.7 DUPLICATE ORIGINALS. There shall be two (2) fully signed copies of this Contract, each of which shall be deemed an original.

7.8 TIME OF ESSENCE. Time is strictly of the essence of this Contract and each and every covenant, term and provision hereof.

7.9 AUTHORITY OF CONTRACTOR. The Contractor hereby represents and warrants to the City that the Contractor has the right, power, legal capacity and authority to enter into and perform its obligations under this Contract, and its execution of this Contract has been duly authorized.

7.10 ARBITRATION OF DISPUTES. Any dispute for under \$25,000 arising out of or relating to the negotiation, construction, performance, non-performance, breach or any other aspect of this Contract, shall be settled by binding arbitration in accordance with the Commercial Rules of the American Arbitration Association at Los Angeles, California and judgment upon the award rendered by the Arbitrators may be entered in any court having jurisdiction thereof. This clause shall not preclude the Parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. The City does not waive its right to object to the timeliness or sufficiency of any claim filed or required to be filed against the City and reserves the right to conduct full discovery.

7.11 INDEMNITY.

7.11.1 Contractor agrees to indemnify, hold harmless and defend (even if the allegations are false, fraudulent or groundless), to the maximum extent permitted by law, the City, its City Council and each member thereof, and its officers, employees, commission members and representatives, from any and all liability, loss, suits, claims, damages, costs, judgments and expenses (including attorney's fees and costs of litigation) which in whole or in part result from, or arise out of, or are claimed to result from or to arise out of:

A. any activity on or use of City's premises or facilities or any performance under this Contract; or

B. any acts, errors or omissions (including, without limitation, professional negligence) of Contractor, its employees, representatives, subcontractors, or agents in connection with the performance of this Contract.

7.11.2 This agreement to indemnify includes, but is not limited to, personal injury (including death at any time) and property or other damage (including, but without limitation, contract or tort or patent, copyright, trade secret or trademark infringement) sustained by any person or persons (including, but not limited to, companies, or corporations, Contractor and its employees or agents, and members of the general public). The sole negligence or willful misconduct of City, its employees or agents other than Contractor or Contractor's subcontractors are excluded from this indemnity agreement.

7.12 RELEASE. Contractor agrees to release and covenants not to sue the City, its City Council and each member thereof, and its officers, employees, commission members and representatives for any damage or injury (including death) to itself, its officers, employees, agents and independent contractors damaged or claiming to be damaged from any performance under this Contract.

7.13 INSURANCE. Contractor shall, at its own expense, procure and maintain policies of insurance of the types and in the amounts set forth below, for the duration of the Contract, including any extensions thereto. The policies shall state that they afford primary coverage.

7.13.1 Automobile Liability with minimum limits of at least \$1,000,000 combined single limit including owned, hired, and non-owned liability coverage.

(1) Contractor agrees to subrogate automobile liability resulting from performance under this agreement by agreeing to defend, indemnify and hold harmless, the City, and its respective employees, agents, and City Council from and against all claims, liabilities, suits, losses, damages, injuries and expenses, including all costs and reasonable attorney's fees ("Claims"), which are attributable to any act or omission by the City under the performance of the services.

7.13.2 General Liability with minimum limits of at least \$1,000,000 per occurrence and \$2,000,000 in aggregate written on an Insurance Services Office (ISO) Comprehensive General Liability "occurrence" form or its equivalent for coverage on an occurrence basis.

Premises/Operations and Personal Injury coverage is required. The City of Vernon, its directors, commissioners, officers, employees, agents and volunteers must be endorsed on the policy as additional insureds as respects liability arising out of the Contractor's performance of this Contract.

A. If Contractor employs other contractors as part of the services rendered, Contractor's Protective Coverage is required. Contractor may include all subcontractors as insureds under its own policy or shall furnish separate insurance for each subcontractor, meeting the requirements set forth herein.

B. Blanket Contractual Coverage.

C. Products/Completed Operations coverage.

D. Contractor agrees to subrogate General Liability resulting from performance under this agreement by agreeing to defend, indemnify and hold harmless, the City, and its respective employees, agents, and City Council from and against all claims, liabilities, suits, losses, damages, injuries and expenses, including all costs and reasonable attorney's fees ("Claims"), which are attributable to any act or omission by the City under the performance of the services.

7.13.3 Errors and Omissions coverage in a sum of at least \$1,000,000, where such risk is applicable. Applicable aggregates must be identified and claims history provided to determine amounts remaining under the aggregate. Contractor shall maintain such coverage for at least one (1) year after the termination of this Agreement.

7.13.4 Contractor shall comply with the applicable sections of the California Labor Code concerning workers' compensation for injuries on the job. Compliance is accomplished in one of the following manners:

- A. Provide copy of permissive self-insurance certificate approved by the State of California; or
- B. Secure and maintain in force a policy of workers' compensation insurance with statutory limits and Employer's Liability Insurance with a minimal limit of \$1,000,000 per accident. The policy shall be endorsed to waive all rights of subrogation against City, its directors, commissioners, officers, employees, and volunteers for losses arising from performance of this Contract; or
- C. Provide a "waiver" form certifying that no employees subject to the Labor Code's Workers' Compensation provision will be used in performance of this Contract.

7.13.5 Each insurance policy included in this clause shall be endorsed to state that coverage shall not be cancelled except after thirty (30) days' prior written notice to City.

7.13.6 Insurance shall be placed with insurers with a Best's rating of no less than AVIII.

7.13.7 Prior to commencement of performance, Contractor shall furnish City with a certificate of insurance for each policy. Each certificate is to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificate(s) must be in a form approved by City. City may require complete, certified copies of any or all policies at any time.

7.13.8 Failure to maintain required insurance at all times shall constitute a default and material breach. In such event, Contractor shall immediately notify City and cease all performance under this Contract until further directed by the City. In the absence of satisfactory insurance coverage, City may, at its option: (a) procure insurance with collection rights for premiums, attorney's fees and costs against Contractor by way of set-off or recoupment from sums due Contractor, at City's option; (b) immediately terminate this Contract; or (c) self insure the risk, with all damages and costs incurred, by judgment, settlement or otherwise, including attorney's fees and costs, being collectible from Contractor, by way of set-off or recoupment from any sums due Contractor.

7.14 NOTICES. Any notice or demand to be given by one party to the other shall be given in writing and by personal delivery or prepaid first-class, registered or certified mail, addressed as follows. Notice simply to the City of Vernon or any other City department is not adequate notice.

If to the City: City of Vernon
Attn: Daniel Wall, Director of Public Works
4305 Santa Fe Avenue
Vernon, CA 90058

With a Copy to: Carlos R. Fandino, Jr.
City Administrator
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

If to the Contractor: Fasone Construction
Attn: Leonardo Vargas, Vice-President of Construction and
Development
9124 Norwalk Boulevard
Santa Fe Springs, CA 90670

Any such notice shall be deemed to have been given upon delivery, if personally delivered, or, if mailed, upon receipt or upon expiration of three (3) business days from the date of posting, whichever is earlier. Either party may change the address at which it desires to receive notice upon giving written notice of such request to the other party.

7.15 TERMINATION FOR CONVENIENCE (Without Cause). City may terminate this Contract in whole or in part at any time, for any cause or without cause, upon fifteen (15) calendar days' written notice to Contractor. If the Contract is thus terminated by City for reasons other than Contractor's failure to perform its obligations, City shall pay Contractor a prorated amount based on the services satisfactorily completed and accepted prior to the effective date of termination. Such payment shall be Contractor's exclusive remedy for termination without cause.

7.16 DEFAULT. In the event either party materially defaults in its obligations hereunder, the other party may declare a default and terminate this Contract by written notice to the defaulting party. The notice shall specify the basis for the default. The Contract shall terminate unless such default is cured before the effective date of termination stated in such notice, which date shall be no sooner than ten (10) days after the date of the notice.

Termination for cause shall relieve the terminating party of further liability or responsibility under this Contract, including the payment of money, except for payment for services satisfactorily and timely performed prior to the service of the notice of termination, and except for reimbursement of (1) any payments made by the City for service not subsequently performed in a timely and satisfactory manner, and (2) costs incurred by the City in obtaining substitute performance.

7.17 ASSIGNMENT OF ANTITRUST CAUSES OF ACTION. Contractor hereby agrees to assign to the City all rights, title and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. § 15) or under Chapter 2 of the Cartwright Act (commencing with Section 16700) or part 2 of Division 7 of the California Business and Professions Code, or any similar or successor provisions of Federal or State law, arising from purchases of goods, services or materials pursuant to this Contract or any

subcontract. This assignment shall be made and become effective at the time the City tenders final payment to the Contractor, without further acknowledgment by the parties.

8.0 ADDITIONAL ASSURANCES

8.1 EQUAL EMPLOYMENT OPPORTUNITY PRACTICES. Contractor certifies and represents that, during the performance of this Contract, the Contractor and any other parties with whom it may subcontract shall adhere to equal opportunity employment practices to assure that applicants and employees are treated equally and are not discriminated against because of their race, religion, color, national origin, ancestry, disability, sex, age, medical condition, marital status. Contractor further certifies that it will not maintain any segregated facilities. Contractor further agrees to comply with The Equal Employment Opportunity Practices provisions as set forth in Exhibit "D".

8.2 VERNON BUSINESS LICENSE. Contractor shall obtain, and pay any and all costs associated therewith, any Vernon Business License which may be required by the Vernon Municipal Code.

8.3 MAINTENANCE AND INSPECTION OF RECORDS.

The City, or its authorized auditors or representatives, shall have access to and the right to audit and reproduce any of the Contractor's records to the extent the City deems necessary to insure it is receiving all money to which it is entitled under the Contract and/or is paying only the amounts to which Contractor is properly entitled under the Contract or for other purposes relating to the Contract.

The Contractor shall maintain and preserve all such records for a period of at least 3 years after termination of the Contract.

The Contractor shall maintain all such records in the City of Vernon. If not, the Contractor shall, upon request, promptly deliver the records to the City of Vernon or reimburse the City for all reasonable and extra costs incurred in conducting the audit at a location other than the City of Vernon, including, but not limited to, such additional (out of the City) expenses for personnel, salaries, private auditors, travel, lodging, meals and overhead.

8.4 CONFLICT. Contractor hereby represents, warrants and certifies that no member, officer or employee of the Contractor is a director, officer or employee of the City of Vernon, or a member of any of its boards, commissions or committees, except to the extent permitted by law.

8.5 ENFORCEMENT OF WAGE AND HOUR LAWS. Eight hours labor constitutes a legal day's work. The Contractor, or subcontractor, if any, shall forfeit twenty-five dollars (\$25) for each worker employed in the execution of this Contract by the respective Contractor or subcontractor for each calendar day during which the worker is required or permitted to work more than 8 hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Sections 1810 through 1815 of the California Labor Code as a penalty paid to the City; provided, however, work performed by employees of contractors in excess of 8 hours per day, and 40 hours during any one week, shall be permitted upon compensation for all hours worked in excess of 8 hours per day at not less than 1½ times the basic rate of pay.

8.6 LIVING WAGES. Contractor, or Subcontractor, if any, working on City service contracts of any amount, as to all employees spending time on City contracts shall observe the City's Living Wage Ordinance and all requirements thereof at all times on City contracts. The Current Living Wage Standards are set forth in Exhibit "E". Upon request, certified payroll shall be provided to the City.

8.7 PREVAILING WAGES. The provisions of California Labor Code 1770, et seq., regarding the payment of prevailing wages on public works, and related regulations, apply to all City contracts. In addition, the selected consultant and/or any subcontractor must be currently registered and qualified (including payment of any required fee) with the State Department of Industrial Relations pursuant to Labor Code section 1725.5. This project is subject to compliance monitoring and enforcement by the State Department of Industrial Relations. If Living Wage Provisions and Prevailing Wage provisions should both apply to this Contract, Contractor and all of its Subcontractors shall pay the higher of the applicable wages to the extent required by law.

[Signatures Begin on Next Page].

IN WITNESS WHEREOF, the Parties have signed this Agreement as of the Commencement Date stated on the cover page.

City of Vernon, a California charter City
and California municipal corporation

Fasone Construction, a California corporation

By: _____
Carlos Fandino, City Administrator

By: _____
Name: _____
Title: _____

ATTEST:

Lisa Pope, City Clerk

By: _____
Name: _____
Title: _____

APPROVED AS TO FORM:

Arnold M. Alvarez-Glasman,
Interim City Attorney

EXHIBIT A
SPECIFICATIONS

I-1 GENERAL

I-1.01 Contractor Must Make Thorough Investigation

It is the Contractor's responsibility to examine the location of the proposed work, to fully acquaint itself with the Specifications and the nature of the work to be done. Contractor shall have no claim against the City based upon ignorance of the nature and requirements of the project, misapprehension of site conditions, or misunderstanding of the Specifications or contract provisions.

I-1.02 Ineligibility to Contract

If Contractor has been found by the State Labor Commissioner to be in violation of Sections 1777.1 and 1777.7 of the Labor Code Sections entitled "Public Works" Contractor shall be ineligible to be awarded a contract for this project. The period of debarment shall be not less than one year and up to three years as determined pursuant to Section 1777.7 of the Labor Code. The Contractor certifies that it is aware of these provisions and is eligible to bid on this contract.

The Contractor shall also be prohibited from performing work on this project with a subcontractor who is ineligible to perform work on a public works project pursuant to Section 1777.1 or 1777.7 of the Labor Code. The Contractor certifies that it has investigated the eligibility of each and every subcontractor it intends to use on this project and has determined that none is ineligible to perform work pursuant to the above provisions of law.

I-1.03 Patent Fees; Patent, Copyright, Trade Secret and Trademark Fees

The Contractor cost shall include in the price bid any patent fees, royalties and charges on any patented article or process to be furnished or used in the prosecution of the work.

I-1.04 Taxes

Costs shall include all federal, state, local, and other taxes.

I-2 GENERAL SPECIFICATIONS

I-2.01 Quantities

The quantities contained in the contract documents are approximate only. The City may, in accordance with the Standard Specifications, order more or less work or material as necessary in the City's sole discretion. Payment will be made for the amount of work or material actually provided as determined by the City and accepted at the unit prices noted in Exhibit C.

I-2.02 Registration and Qualifications of Contractors

Contractor shall be licensed to the extent required by Business and Professions Code Section 7000 et seq.

I-2.03 Subcontracts

Pursuant to California Labor Code §1021.5, the Contractor must not willingly and knowingly enter into any agreement with any person, as an independent contractor, to provide any services in connection with the work where the services provided or to be provided requires that such person hold a valid contractor's license issued pursuant to California Business and Professions Code §§7000 et seq. and such person does not meet the burden of proof of his/her independent contractor status pursuant to California Labor Code §2750.5. In the event that the Contractor shall employ any person in violation of the foregoing, the Contractor shall be subject to the civil penalties under California Labor Code §1021.5 and any other penalty provided by law. In addition to the penalties provided under California Labor Code §1021.5, the Contractor's violation of this Paragraph or the provisions of California Labor Code §1021.5 shall be deemed an event of the Contractor's default. The Contractor must require any Subcontractor of any tier performing or providing any portion of the Work to adhere to and comply with the foregoing provisions.

Pursuant to the provisions of Labor Code Section 1777.1, the Labor Commissioner publishes and distributes a list of contractors ineligible to perform work as a subcontractor on a public works project. This list of debarred contractors is available from the Department of Industrial Relations website at: <http://www.dir.ca.gov/dlse/debar.html>. The Contractor must not employ, hire, use or subcontract with any of the listed debarred contractors.

I-2.04 Termination of Contract

Section 6-5, entitled "Termination of Contract," of the Standard Specifications is modified to read: "The City may terminate this contract in whole or in part at any time, for any cause or without cause, upon fifteen (15) calendar days written notice to the Contractor." If the contract is thus terminated by the City for reasons other than the Contractor's failure to perform its obligations, the City shall pay the Contractor a prorated amount based on the services satisfactorily completed and accepted prior to the effective date of termination. Such payment shall be the Contractor's exclusive remedy for termination without cause.

I-2.05 Partial Payment

Payment shall be due the Contractor within thirty (30) calendar days after receipt of an itemized statement for work performed during the progress payment period.

I-2.06 Worker's Compensation Certification

California Labor Code §§ 1860 and 3700 provide that every Contractor will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code § 1861, the Contractor, hereby certifies as follows:

"I am aware of the provisions of California Labor Code § 3700 which requires every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract."

I-3. CONTRACT BONDS

I-3.01 Required Bonds

Contractor shall furnish the following bonds:

1. A Performance Bond in an amount equal to one hundred percent (100%) of the total Contract price in the form shown in Exhibit "1" attached hereto.
2. A Payment Bond (Labor and Material) in an amount equal to one hundred percent (100%) of the total Contract price in the form shown in Exhibit "2" attached hereto.
3. A Maintenance Bond in an amount equal to ten percent (10%) of the total Contract price in the form shown in Exhibit "3" attached hereto.

I-3.02 Power of Attorney

All bonds shall be accompanied by a power of attorney from the surety company authorizing the person executing the bond to sign on behalf of the company. If the bonds are executed outside the State of California, all copies of the bonds must be countersigned by a California representative of the surety. The signature of the person executing the bond on behalf of Surety shall be acknowledged by a Notary Public as the signature of the person designated in the power of attorney.

I-3.03 Approved Surety

All bonds must be issued by a California admitted surety insurer with the minimum A.M Best Company Financial strength rating of "A: VII", or better. Bonds issued by a California admitted surety not listed on Treasury Circular 570 will be deemed accepted unless specifically rejected by the City. Bonds issued from admitted surety insurers not listed in Treasury Circular 570 must be accompanied by all documents enumerated in California Code of Civil Procedure Section 995.660. All such bonds must be accompanied by a power of attorney from the surety company authorizing the person executing the bond to sign on behalf of the company. If the bonds are executed outside the State of California, all copies of the bonds must be countersigned by a California representative of the surety. The signature of the person executing the bond on behalf of Surety must be acknowledged by a Notary Public as the signature of the person designated in the power of attorney.

I-3.04 Required Provisions

Every bond must display the surety's bond number and incorporate the Contract for construction of the Work by reference. The terms of the bonds shall provide that the surety agrees that no change, extension of time, alteration, or modification of the Contract Documents or the Work to be performed thereunder shall in any way affect its obligations and shall waive notice of any such change, extension of time, alteration, or modification of the Contract Documents.

I-3.05 New or Additional Sureties

If, during the continuance of the Contract, any of the sureties, in the opinion of the City, are or become non-responsible or otherwise unacceptable to City, City may require other new or additional sureties, which the Contractor shall furnish to the satisfaction of City within ten (10)

days after notice, and in default thereof the Contract may be suspended and the materials may be purchased or the Work completed as provided in Article 5 herein.

I-3.06 Waiver of Modifications and Alterations

No modifications or alterations made in the Work to be performed under the Contract or the time of performance shall operate to release any surety from liability on any bond or bonds required to be given herein. Notice of such events shall be waived by the surety.

I-3.07 Approval of Bonds

The Contract will not be executed by City nor the Notice to Proceed issued until the required bonds have been received and approved by City. City's decision as to the acceptability of all sureties and bonds is final. No substitution of the form of the documents will be permitted without the prior written consent of City.

EXHIBIT 1

Bond No.: _____

Premium Amount: \$ _____

Bond's Effective Date: _____

PERFORMANCE BOND

RECITALS:

1. The City of Vernon, California ("City"), has awarded to

(Name, address, and telephone of Contractor)

a Contract (the "Contract") for the Work described as follows:

Specification No. _____: _____ in
Vernon, CA.

2. Principal is required under the terms of the Contract— and all contract documents referenced in it ("Contract Documents")— to furnish a bond guaranteeing Principal's faithful performance of the Work.
3. The Contract and Contract Documents, including all their amendments and supplements, are incorporated into this Bond and made a part of it by this reference.

OBLIGATION:

THEREFORE, for value received, We, Principal and

(Name, address, and telephone of Surety)

("Surety"),

a duly admitted surety insurer under California's laws, agree as follows:

By this Bond, We jointly and severally obligate and bind ourselves, and our respective heirs, executors, administrators, successors, and assigns to pay City the penal sum of _____ Dollars (\$ _____) ("the Bonded Sum"), this amount comprising not less than the total Contract Sum, in lawful money of the United States of America.

The California Licensed Resident Agent for Surety is:

(Name, address, and telephone)

_____. Registered Agent's California Department of Insurance License No. _____.

THE CONDITION OF THIS BOND'S OBLIGATION IS THAT, if Principal promptly and faithfully performs the undertakings, terms, covenants, conditions, and agreements in the Contract and Contract Documents (including all their amendments and supplements), all within the time and in the manner that those documents specify, then this obligation becomes null and void. Otherwise, this Bond remains in full force and effect, and the following terms and conditions apply to this Bond:

1. This Bond specifically guarantees Principal's performance of each obligation and all obligations under the Contract and Contract Documents, as they may be amended and supplemented— including, but not limited to, Principal's liability for liquidated damages, Warranties, Guarantees, Correction, and Maintenance obligations as specified in the Contract and Contract Documents— except that Surety's total obligation, as described here, will not exceed the Bonded Sum.
2. For those obligations of Principal that survive Final Completion of the Work described in the Contract and Contract Documents, the guarantees in this Bond also survive Final Completion of the Work.
3. When City declares that Principal is in default under the Contract, or Contract Documents, or both, Surety shall promptly: (a) remedy the default; (b) complete the Project according to the Contract Documents' terms and conditions then in effect; or (c) using a procurement methodology approved by City, select a contractor or contractors— acceptable to City— to complete all of the

Work, and arrange for a contract between the contractor(s) and City. Surety shall make available, as the Work progresses, sufficient funds to pay the cost of completion less the balance of the Contract Sum, and to pay and perform all obligations of Principal under the Contract and Contract Documents— including other costs and damages for which Surety is liable under this Bond— except that Surety's total obligation, as described here, will not exceed the Bonded Sum.

4. An alteration, modification, change, addition, deletion, omission, agreement, or supplement to the Contract, Contract Documents, or the nature of the Work performed under the Contract or Contract Documents— including, without limitation, an extension of time for performance— does not, in any way, affect Surety's obligations under this Bond. Surety waives any notice of alteration, modification, change, addition, deletion, omission, agreement, supplement, or extension of time.
5. Surety's obligations under this Bond are separate, independent from, and not contingent upon any other surety's guaranteeing Principal's faithful performance of the Work.
6. No right of action accrues on this Bond to any entity other than City or its successors and assigns.
7. If an action at law or in equity is necessary to enforce or interpret this Bond's terms, Surety must pay— in addition to the Bonded Sum— City's reasonable attorneys' fees and litigation costs, in an amount the court fixes.
8. Surety shall mail City written notice at least 30 days before: (a) the effective date on which the Surety will cancel, terminate, or withdraw from this Bond; or (b) this Bond becomes void or unenforceable for any reason.

On the date set forth below, Principal and Surety duly executed this Bond, with the name of each party appearing below and signed by its representative(s) under the authority of its governing body.

Date: _____

PRINCIPAL:

SURETY:

(Company Name)

(Company Name)

(Signature)

(Signature)

By: _____

By: _____

(Name)

(Name)

Its: _____

Its: _____

(Title)

(Title)

Address for Serving Notices or Other Documents:

Address for Serving Notices or Other Documents:

CORPORATE SEAL

CORPORATE SEAL

- *THIS BOND MUST BE EXECUTED IN TRIPLICATE.*
- *EVIDENCE MUST BE ATTACHED OF THE AUTHORITY OF ANY PERSON SIGNING AS ATTORNEY-IN-FACT.*
- *THE ATTORNEY-IN-FACT'S SIGNATURE MUST BE NOTARIZED.*
- *A CORPORATE SEAL MUST BE IMPRESSED ON THIS FORM WHEN THE PRINCIPAL, OR THE SURETY, OR BOTH, ARE A CORPORATION.*

APPROVED AS TO SURETY AND

APPROVED AS TO FORM:

AMOUNT OF BONDED SUM:

By _____
Director of Public Works
BOND ACKNOWLEDGMENT

By _____
City Attorney

FOR
SURETY'S ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On this _____ day of _____, 20____,
before me, _____(name), a Notary Public for said County,
personally appeared _____(name), who proved to me on the
basis of satisfactory evidence to be the person whose name is subscribed to this instrument as the attorney
in fact of _____, and acknowledged to me that he/she subscribed the
name of _____ thereto as principal, and his/he own name as
attorney in fact.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true
and correct.

Notary Public

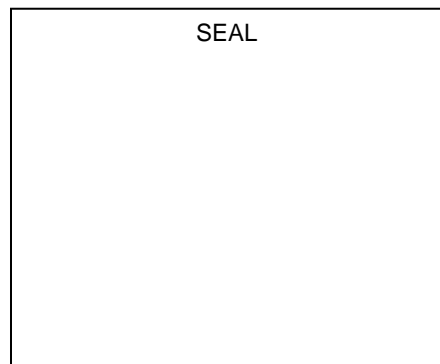


EXHIBIT 2

Bond No.: _____

Premium Amount: \$ _____

Bond's Effective Date: _____

PAYMENT BOND (LABOR AND MATERIALS)

RECITALS:

1. The City of Vernon, California ("City"), has awarded to

(Name, address, and telephone of Design-Builder)

a Contract (the "Contract") for the Work described as follows:

Specification No. _____: _____ in
Vernon, CA.

2. Principal is required under California Civil Code Sections 3247-3248 and the terms of the Contract— and all contract documents referenced in it ("Contract Documents")— to furnish a bond guaranteeing Principal's paying claims, demands, liens, or suits for any work, labor, services, materials, or equipment furnished or used in the Work.
3. The Contract and Contract Documents, including all their amendments and supplements, are incorporated into this Bond and made a part of it by this reference.

OBLIGATION:

THEREFORE, for value received, We, Principal and

(Name, address, and telephone of Surety)

("Surety"),

a duly admitted surety insurer under California's laws, agree as follows:

By this Bond, We jointly and severally obligate and bind ourselves, and our respective heirs, executors, administrators, successors, and assigns to pay City the penal sum of _____ Dollars (\$ _____) ("the Bonded Sum"), this amount comprising not less than the total Contract Sum, in lawful money of the United States of America.

The California Licensed Resident Agent for Surety is:

(Name, address, and telephone)

_____. Registered Agent's California Department of Insurance License No. _____.

THE CONDITION OF THIS BOND'S OBLIGATION IS THAT, if Principal or a subcontractor fails to pay (a) any person named in California Civil Code Section 3181, or any successor legislation; (b) any amount due under California's Unemployment Insurance Code, or any successor legislation, for work or labor performed under the Contract or Contract Documents; or (c) any amount under Unemployment Insurance Code Section 13020, or any successor legislation, that Principal or a subcontractor must deduct, withhold, and pay over to the Employment Development Department from the wages of its employees, for work or labor performed under the Contract or Contract Documents, then Surety shall pay for the same in an amount not-to-exceed the Bonded Sum. Otherwise, this obligation becomes null and void. While this Bond remains in full force and effect, the following terms and conditions apply to this Bond:

1. This Bond inures to the benefit of any of the persons named in California Civil Code Section 3181, or any successor legislation, giving those persons or their assigns a right of action in any suit brought upon this Bond, unless California Civil Code Section 3267, or any successor legislation, applies.
2. An alteration, modification, change, addition, deletion, omission, agreement, or supplement to the Contract, Contract Documents, or the nature of the Work performed under the Contract or Contract Documents— including, without limitation, an extension of time for performance— does not, in any way, affect Surety's obligations under this Bond. Surety waives any notice of alteration, modification, change, addition, deletion, omission, agreement, supplement, or extension of time.
3. Surety's obligations under this Bond are separate, independent from, and not contingent upon any other surety's paying claims, demands, liens, or suits for any work, labor, services, materials, or equipment furnished or used in the Work.
4. If an action at law or in equity is necessary to enforce or interpret this Bond's terms, Surety must pay— in addition to the Bonded Sum— City's reasonable attorneys' fees and litigation costs, in an amount the court fixes.
5. Surety shall mail City written notice at least 30 days before: (a) the effective date on which the Surety will cancel, terminate, or withdraw from this Bond; or (b) this Bond becomes void or unenforceable for any reason.

On the date set forth below, Principal and Surety duly executed this Bond, with the name of each party appearing below and signed by its representative(s) under the authority of its governing body.

Date: _____

PRINCIPAL:

SURETY:

(Company Name)

(Company Name)

(Signature)

(Signature)

By: _____
(Name)

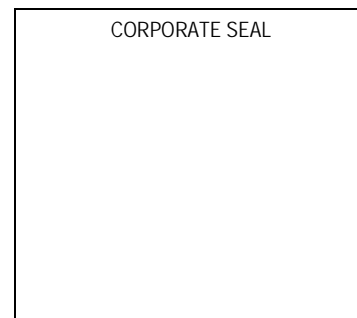
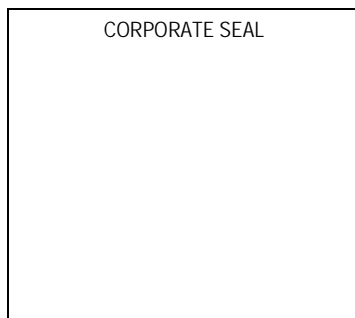
By: _____
(Name)

Its: _____
(Title)

Its: _____
(Title)

Address for Serving Notices or Other Documents:

Address for Serving Notices or Other Documents:



- THIS BOND MUST BE EXECUTED IN TRIPLICATE.
- EVIDENCE MUST BE ATTACHED OF THE AUTHORITY OF ANY PERSON SIGNING AS ATTORNEY-IN-FACT.
- THE ATTORNEY-IN-FACT'S SIGNATURE MUST BE NOTARIZED.
- A CORPORATE SEAL MUST BE IMPRESSED ON THIS FORM WHEN THE PRINCIPAL, OR THE SURETY, OR BOTH, ARE A CORPORATION.

APPROVED AS TO SURETY AND
AMOUNT OF BONDED SUM:

APPROVED AS TO FORM:

By _____
Director of Public Works

By _____
City Attorney

BOND ACKNOWLEDGMENT
FOR
SURETY'S ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On this _____ day of _____, 20____,
before me, _____(name), a Notary Public for said County,
personally appeared _____(name), who proved to me on the
basis of satisfactory evidence to be the person whose name is subscribed to this instrument as the attorney
in fact of _____, and acknowledged to me that he/she subscribed the
name of _____ thereto as principal, and his/he own name as
attorney in fact.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true
and correct.

Notary Public

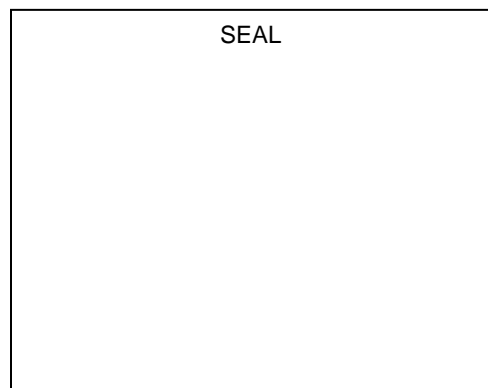


EXHIBIT 3

Bond No.: _____
Premium Amount: \$ _____
Bond's Effective Date: _____

MAINTENANCE BOND

RECITALS:

1. The City of Vernon, California ("City"), has awarded to

(Name, address, and telephone of Contractor)

("Principal"),

a Contract (the "Contract") for the Work described as follows:

Specification No. _____: _____ in
Vernon, CA.

2. Principal is required under the terms of the Contract— and all contract documents referenced in it ("Contract Documents")— after completion of the Work and before the filing and recordation of a Notice of Completion for the Work, to furnish a bond to secure claims for Maintenance equal to ten percent (10%) of the total amount of the Contract Which shall hold good for a period of one (1) year from the date the City's Notice of Completion and Acceptance of the Work is filed with the County Recorder, to protect the City against the result of faulty material or workmanship during that time.
3. The Contract and Contract Documents, including all their amendments and supplements, are incorporated into this Bond and made a part of it by this reference.

OBLIGATION:

THEREFORE, for value received, We, Principal and

(Name, address, and telephone of Surety)

("Surety"),

a duly admitted surety insurer under California's laws, agree as follows:

By this Bond, We jointly and severally obligate and bind ourselves, and our respective heirs, executors, administrators, successors, and assigns to pay City the penal sum of _____ Dollars (\$ _____) ("the Bonded Sum"), this amount comprising not less than ten percent (10%) of the total Contract Sum, in lawful money of the United States of America.

The California Licensed Resident Agent for Surety is:

(Name, address, and telephone)

Registered Agent's California Department of Insurance License No. _____.

THE CONDITION OF THIS BOND'S OBLIGATION IS THAT if the said Principal or any of his or her or its subcontractors, or the heirs, executors, administrators, successors, or assigns or assigns of any, all, or either of them, shall fail to execute within a reasonable amount of time, or fail to respond within seven (7) days with a written schedule acceptable to the City for same, repair or replacement of any and all Work, together with any other adjacent Work which may be displaced by so doing, that proves to be defective in its workmanship or material for the period of one (1) year (except when otherwise required in the Contract to be for a longer period) from the date the City's Notice of Completion and Acceptance, or equivalent, is filed with the County Recorder, ordinary wear and tear and unusual abuse or neglect excepted with respect to such Work and labor, the Surety herein shall pay for the same, in an amount not exceeding the sum specified in this Bond.

1. When City declares that Principal is in default under the Contract, or Contract Documents, or both, Surety shall promptly remedy the default using a procurement methodology approved by City, select a contractor or contractors— acceptable to City to

complete all of the Work, and arrange for a contract between the contractor(s) and City. Surety shall make available sufficient funds to pay the cost of repair or replacement of any and all Work and to pay and perform all obligations of Principal under the Contract and Contract Documents— including other costs and damages for which Surety is liable under this Bond except that Surety's total obligation, as described here, will not exceed the Bonded Sum.

2. Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.
3. Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of said Contract or to the Work to be performed thereunder or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.
4. Surety's obligations under this Bond are separate, independent from, and not contingent upon any other surety's guaranteeing Principal's faithful performance of the Work.
5. No right of action accrues on this Bond to any entity other than City or its successors and assigns.
6. If an action at law or in equity is necessary to enforce or interpret this Bond's terms, Surety must pay, in addition to the Bonded Sum, City's reasonable attorneys' fees and litigation costs, in an amount the court fixes.
7. Surety shall mail City written notice at least 30 days before: (a) the effective date on which the Surety will cancel, terminate, or withdraw from this Bond; or (b) this Bond becomes void or unenforceable for any reason.
8. Death of the Principal shall not relieve Surety of its obligations hereunder.

On the date set forth below, Principal and Surety duly executed this Bond, with the name of each party appearing below and signed by its representative(s) under the authority of its governing body.

Date: _____ <div style="text-align: center;">PRINCIPAL:</div> _____ <div style="text-align: center;">(Company Name)</div> _____ <div style="text-align: center;">(Signature)</div> By: _____ <div style="text-align: center;">(Name)</div> Its: _____ <div style="text-align: center;">(Title)</div> Address for Serving Notices or Other Documents: _____ <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 10px;"></div>	<div style="text-align: center;">SURETY:</div> _____ <div style="text-align: center;">(Company Name)</div> _____ <div style="text-align: center;">(Signature)</div> By: _____ <div style="text-align: center;">(Name)</div> Its: _____ <div style="text-align: center;">(Title)</div> Address for Serving Notices or Other Documents: _____ <div style="border: 1px solid black; height: 150px; width: 100%; margin-top: 10px;"></div>
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- THIS BOND MUST BE EXECUTED IN TRIPLICATE.
- EVIDENCE MUST BE ATTACHED OF THE AUTHORITY OF ANY PERSON SIGNING AS ATTORNEY-IN-FACT.
- THE ATTORNEY-IN-FACT'S SIGNATURE MUST BE NOTARIZED.
- A CORPORATE SEAL MUST BE IMPRESSED ON THIS FORM WHEN THE PRINCIPAL, OR THE SURETY, OR BOTH, ARE A CORPORATION.

APPROVED AS TO SURETY & AMOUNT OF BONDED SUM:

APPROVED AS TO FORM:

By _____
Director of Public Works

By _____
City Attorney

BOND ACKNOWLEDGMENT
FOR
SURETY'S ATTORNEY-IN-FACT

STATE OF CALIFORNIA)
) ss.
COUNTY OF)

On this _____ day of _____, 20____,
before me, _____(name), a Notary Public for said County,
personally appeared _____(name), who proved to me on the
basis of satisfactory evidence to be the person whose name is subscribed to this instrument as the attorney
in fact of _____, and acknowledged to me that he/she subscribed the
name of _____ thereto as principal, and his/he own name as
attorney in fact.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true
and correct.

Notary Public



EXHIBIT B

SPECIAL PROVISIONS

II-1.01 Scope of Work – The proposed project will consist of remodeling the dormitory, kitchen, and bathroom areas of the Vernon Fire Station No. 76 located at 3375 Fruitland Avenue in the City of Vernon, CA 90058.

II-1.02 Length of Contract – All work in this project shall be completed within 90 (ninety) calendar days.

II-1.03 Specifications – The work shall be done in accordance with the plans and specifications for City Contract No. CS-1266 -DORMITORY, KITCHEN AND BATHROOM IMPROVEMENTS AT VERNON FIRE STATION NO. 76, The latest edition of the California Building Code, California Plumbing Code, California Mechanical Code, California Electrical Code, California Energy Code, California Green Building Standards Code, The AMERICAN INSTITUTE OF ARCHITECT SPECIFICATIONS, and Part 1 – General Provisions of the “Greenbook” Standard Specifications for Public Works Construction (2015 Edition).

II-1.04 Delays and Extensions of Time – The provisions of Section 6-6 entitled "Delays and Extensions of Time" of the Standard Specifications for Public Works Construction (2015) shall apply except as modified and supplemented below.

The second paragraph of subsection 6-6.1 is hereby deleted and the following paragraph shall be inserted in its place:

No extension of time will be granted for a delay caused by the inability of the Contractor to obtain materials, equipment and labor, except as authorized by the City Engineer. The length of contract time stipulated includes any time which may be required to obtain materials, equipment and labor, and the Contractor in submitting a bid shall be deemed to have ascertained the availability of materials, equipment and labor and considered same in his proposed construction schedule.

II-1.05 Quality of Work – The provisions of Section 4-1.1 entitled "Materials and Workmanship" of the Standard Specifications for Public Works Construction (2015) shall apply. In addition, any work deemed unacceptable by the City Engineer, whether a cause is determined or not shall be repaired or replaced by the Contractor at his expense.

II-1.06 Liquidated Damages – In accordance with Section 6-9 of the Standard Specifications (2015), for each consecutive calendar day required to complete the work in excess of the time specified herein for its completion, as adjusted in accordance with Section 6-6 of the Standard Specifications for Public Works Construction (2015), the Contractor shall pay to the City, or have withheld from monies due it, the sum of \$1,500.

II-2.01 Scheduling of Work – The Contractor shall submit his work schedule to the City Engineer at the pre-construction meeting. The construction schedule shall show the sequence of work, critical path and estimated time for completion of each segment of work. This schedule must be reviewed and accepted by the City Engineer before the Contractor will be permitted to begin work. In addition, the Contractor shall submit a detailed schedule forecasting two weeks of work describing each day's work. This schedule shall be updated and submitted to the City every

other Monday during the construction period. The Contractor shall give 48 hours notice to the City Engineer prior to the start of the work.

II-2.02 Construction Hours – The type of work below will have time restrictions as followed:

All work shall occur Monday thru Friday between the hours of 7 a.m. - 4 p.m.

Weekend work will be allowed upon approval of the City Engineer

II-3.01 General Scope of Work - The contractor shall refer to the construction drawings and project specifications for information regarding the scope of work, which includes the remodeling of the dormitory, kitchen, and bathroom areas of the Vernon Fire Station No. 76.

II-4.01 Extra Work – In the event the City and the Contractor are unable to negotiate an agreed price for extra work, which is acceptable to both parties, payment shall be made based on time and materials as follows:

- a. Work by the Contractor: The following percentages shall be added to the Contractor's cost and shall constitute the markup for all overhead and profits:

1.	Labor	20%
2.	Materials	15%
3.	Equipment Rental	15%
4.	Other Items and Expenditures	15%

- b. Work by the Subcontractor - When all or any part of the extra work is performed by a subcontractor, the above markups shall apply to the aggregate sum of the extra work, regardless of the number of tiers of subcontractors used. In addition, a markup of 5-percent on the subcontracted portion of each extra work may be added by the Contractor.

II-4.02 Compliance with Laws, Regulations, and Safe Practices – The Contractor shall perform all work in a safe, competent manner and in accordance with all federal, state, and local statutes, regulations, ordinances, rules, and governmental orders. The Contractor will be solely and completely responsible for the conditions of the job site, including safety of all persons and property during performance of the work. This requirement will apply continuously and not be limited to normal working hours. Inspection of the Contractor's performance by the City, its agents, or employees is not intended to include review of the adequacy of the Contractor's safety measures in or near the job site.

II-5.01 Noise Restrictions – The noise level from the Contractor's operations shall not exceed 85 dBA when measured within a one hundred (100) foot radius at any time.

II-6.01 Construction Order of Work – Work shall be scheduled so as to lessen the impact upon neighboring properties.

Requirements – General:

1. All construction shall conform to Sections 6-1 and 6-2 of the 2015 edition of the Standard Specifications for Public Works Construction and shall proceed in a smooth, efficient,

timely and continuous manner. As such, once construction is started in a work area, the Contractor will be required to work continuously in that work area until construction has been completed

2. Once construction is started in a work area, the Contractor shall not withdraw manpower or equipment from that work area in order to start construction in another work area if doing so, in the opinion of the City Engineer, delays the completion of the work presently under construction.
3. No stockpiling of material and construction equipment in or on areas outside of the construction site will be permitted on this project unless approved by the City Engineer. Upon the review and approval of the City, the Contractor may elect to obtain a storage yard for his materials and construction equipment for the duration of this contract in order that work on this project will proceed in an efficient manner. Said storage yard shall conform to all City regulations, ordinances, and zoning requirements and shall be maintained in a neat and orderly manner.

II-7.01 Character of Workers – If any subcontractor or person employed by the Contractor shall appear to the City Engineer to be incompetent, intemperate, troublesome, or acts in a disorderly or otherwise objectionable manner, he shall be immediately discharge from the project on the requisition of the City Engineer, and such person shall not be reemployed on the work. If said individual has an ownership interest in the contracting entity, the City Engineer will serve written notice upon the Contractor and the Surety providing the faithful performance bond, in accordance with Section 6-4, "Termination of the Contract for Default," of the Standard Specifications for Public Works Construction (2015), demanding complete and satisfactory compliance with the Contract.

II-8.01 Examination of the Site – The Contractor is required to examine the site and judge for themselves the location, physical conditions, substructures, and surroundings of the proposed work.

II-9.01 Mobilization – The cost of all preparatory work and operations for the multiple movements of personnel, equipment, supplies, and incidentals to the project site must be included in the various bid items, and no extra compensation will be paid to the Contractor.

II-10.01 Dust Control – Throughout all phases of construction, including suspension of work, and until final acceptance of the project, the Contractor shall abate dust nuisance by cleaning or other means as necessary when requested by the City. Failure of the Contractor to comply with the City Engineer's cleanup orders may result in an order to suspend work until the condition is corrected. No additional compensation nor extension of contract completion time will be allowed as a result of such suspension. The cost of furnishing and operating dust control during the construction project must be included in the various bid items, and no extra compensation will be paid to the Contractor.

II-11.01 Cleaning of Site During Construction – During construction, all existing improvements adjacent to the Vernon Fire Station No. 76 site shall be cleaned of all dirt or debris on a daily basis.

II-12.01 Final Cleaning of Site and Restoration – The Contractor shall be responsible for cleaning and restoration of all damaged existing improvements at no cost to the City.

All existing improvements adjacent to the Vernon Fire Station No. 76 site shall be cleaned of all dirt or debris. The cost of such cleaning after the construction of the project must be included in the various bid items, and no extra compensation will be paid to the Contractor.

II-13.01 Sanitary Facilities – The Contractor shall furnish and maintain sanitary facilities by the worksites for the entire construction period. The costs for this shall be incorporated in the most closely related bid item and no extra compensation will be paid to the contractor.

II-14.01 Protection of the Public – The Contractor shall take such steps and precautions as his/her operations warrant to protect the public from danger, loss of life, loss of property or interruption of public services. Unforeseen conditions may arise which will require that immediate provisions be made to protect the public from danger or loss, or damage to life and property, due directly or indirectly to prosecution of work under this contract. Whenever, in the opinion of the City Engineer, a condition exists in which the Contractor has not taken sufficient precaution of public safety, protection of utilities, and/or protection of adjacent structures or property, the City Engineer will order the Contractor to provide a remedy for the condition. If the Contractor fails to act on the situation within a reasonable time period as determined by the City Engineer, or in the event of an emergency situation, the City Engineer may provide suitable protection by causing such work to be done and material to be furnished as, in the opinion of the City Engineer, may seem reasonable and necessary.

The cost and expense of all repairs (including labor and materials) as are deemed necessary, shall be borne by the Contractor. All expenses incurred by the City for emergency repairs will be deducted from the final payment due to the Contractor.

II-15.01 Submittals – Prior to commencement of the work, the contractor shall provide the City with samples or cut sheets of the proposed materials including but not limited to the following list:

- Paint color
- Interior light fixtures
- Plumbing fixtures
- Flooring materials
- Bathroom tile
- Kitchen cabinets shop drawings and samples
- Kitchen tile
- Appliances or any other equipment to be provided by the contractor

No gas lines, electrical lines or water lines shall be abandoned in place. The replacement/modification of any water, electrical or gas lines shall include the removal and disposal of unused lines. The cost for the removal and disposal shall be included in the various bid items and no additional compensation will be paid to the contractor. Additionally, all demolition debris shall be hauled away in accordance with State regulations at no additional cost to the City.

II-16.01 Permits – The contractor shall be responsible for applying and procuring all applicable Building, Electrical, Plumbing, and Mechanical permits from the City's Building Division of the Public Works Department.

EXHIBIT C
SCHEDULE OF COSTS

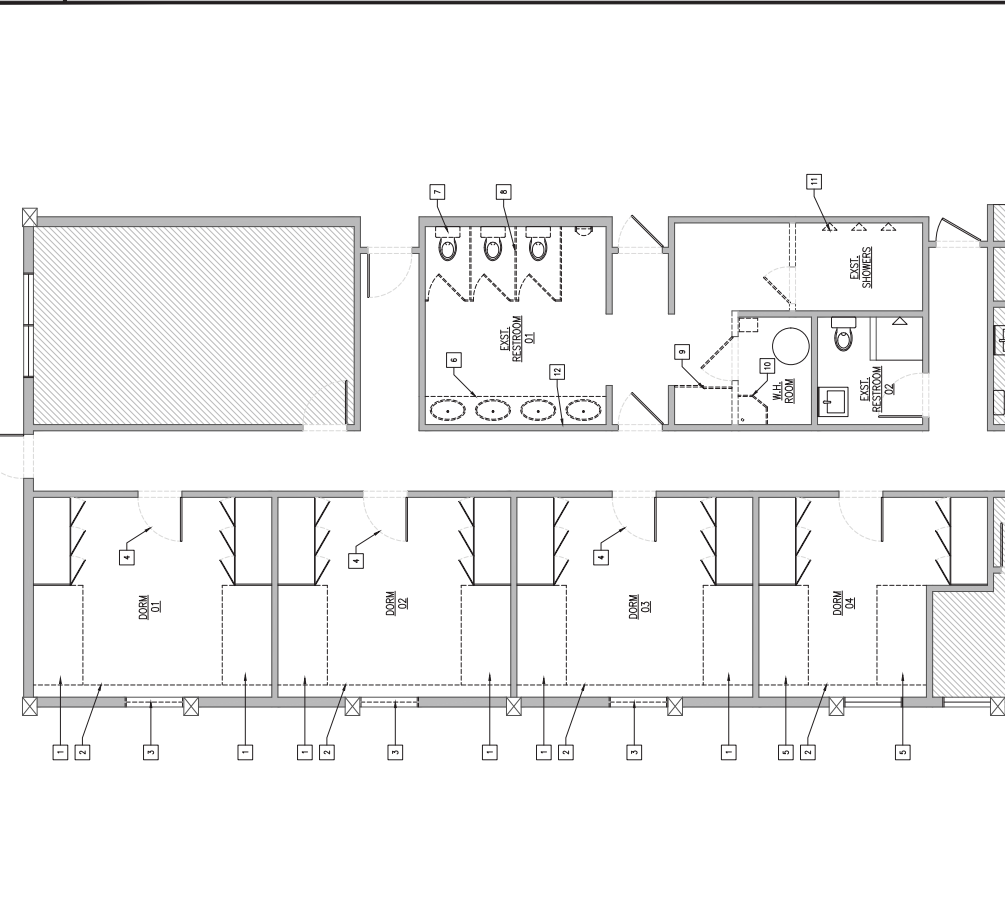
L.A. County Fire Department / City of Vernon												
Vernon Fire #76												
Project Number:				Dormitory, Kitchen and Bathroom Improvements - Revision 01					Submission Date:		8/20/2020	
Fasone Job #200018									Schedule Start Date:		TBD	
Project Address:									Schedule End Date:		TBD	
3375 Fruitland Avenue									Project Total Sq. Ft.:		2272	
Vernon CA, 90058									Cost Per Sq. Ft.:		\$ 240.73	
Div.	Description	Labor			Description	Material/Equipment			Company	Subcontractor		
		Hours	Rate	Total Labor		Qty.	Cost	Total Mat/Equip		Unit	Cost	Total Subcontractor
	General Requirements											
	Supervision (9 weeks)	360	\$ 95.00	\$ 34,200.00								
	Project Management	300	\$ 95.00	\$ 28,500.00								
	Design Services											
	Architectural Programming and Design	24	\$ 95.00	\$ 2,280.00	Prints Allowance		Lump Sum	\$ 250.00	J.L. Zane Architecture			
	CAD Drafting	180	\$ 65.00	\$ 11,700.00					Fasone			
	MEP Engineering								Alpha MEP	7,500.00	\$ 7,500.00	
	Permit Procurement	24	\$ 65.00	\$ 1,560.00								
	Existing Conditions											
	Selective Demolition	480	\$ 71.88	\$ 34,502.40	Debris Containers & Hauling	3	\$ 800.00	\$ 2,400.00				
	Relocate Existing Appliances to a Secure Location	6	\$ 71.88	\$ 431.28								
	Dust Control and Daily Clean-up	80	\$ 71.88	\$ 5,750.40	Plastic, tape and Misc. supplies		LS	\$ 850.00				
	Sawcut Openings in CMU wall for new doors and Windows								Full-Blast Concrete Cutting	Lump Sum	\$ 3,200.00	
	Concrete cutting and excavating as needed for New Plumbing Work	64	\$ 71.88	\$ 4,600.32	Patching Materials		LS	\$ 750.00	Equipment Rental	Lump Sum	\$ 1,250.00	
	Metals											
	Stainless Steel Countertops								Restaurant Equipment Fabricators			
	Metal Fabrications				Cabinet Hardware			\$ 2,500.00		Lump Sum	\$ 17,662.71	
	Wood, Plastic and Composite											
	Rough Framing	140	\$ 81.98	\$ 11,477.20	Lumber & Hardware		Lump Sum	\$ 2,626.32				
	Plastic Laminate Kitchen Cabinets	120	\$ 81.98	\$ 9,837.60	Fabrication: Base	18	\$ 200.00	\$ 3,600.00				
					Fabrication: Uppers	27	\$ 140.00	\$ 3,780.00				
					Fabrication: Island (4x12)	24	\$ 200.00	\$ 4,800.00				
					Fabrication: Full Height	7	\$ 300.00	\$ 2,100.00				
	Openings											
	Provide and Install 6 New Windows in Dormitories	24	\$ 81.98	\$ 1,967.52	Windows		Lump Sum	\$ 2,992.58				
	Patch (3) Existing Openings in concrete wall	24	\$ 81.98	\$ 1,967.52	Gyp. Bd. Materials		Lump Sum	\$ 315.00				
	Re-Stucco (6) new window openings and (3) Existing Openings	20	\$ 81.98	\$ 1,639.60	Stucco Materials		Lump Sum	\$ 250.00				
	Provide and Install (3) dormitory doors and frames	18	\$ 81.98	\$ 1,475.64	Doors and Hardware		Lump Sum	\$ 1,554.00				
	Reinstall existing Dormitory doors and frames	18	\$ 81.98	\$ 1,475.64	New Locksets		Lump Sum	\$ 3,782.00				
	Restroom Area: Install new doors and Frames	20	\$ 81.98	\$ 1,639.60	Misc. Materials		Lump Sum	\$ 4,120.00				
	Finishes											
	Gypsum Board Installation	96	\$ 81.65	\$ 7,838.40	All Gyp. Bd. Materials		Lump Sum	\$ 2,200.00				
	Gypsum Board Finishing	160	\$ 78.72	\$ 12,595.20								
	Interior Paint Throughout Areas of work	153	\$ 62.00	\$ 9,486.00	Misc. Materials: Paint		Lump Sum	\$ 2,000.00				
	Exterior Paint: Column to column in (3) Sections receiving new windows	24	\$ 62.00	\$ 1,488.00	Misc. Materials: Paint		Lump Sum	\$ 250.00				
	Flooring: provide and install carpet tiles in Dormitories								DFS Flooring	Lump Sum	\$ 47,887.00	
	Flooring: Provide and install VCT in Corridor and Storage Areas								DFS Flooring	Included Above	\$ -	
	Flooring: Provide and Install Sheet Vinyl in Bathroom								DFS Flooring	Included Above	\$ -	
	Flooring: Provide and Install Quarry Tile in Kitchen								DFS Flooring	Included Above	\$ -	
	Wall base in kitchen: Quarry tile base								DFS Flooring	Included Above	\$ -	
	Coved Wall base by Johnsonite Through area of work								DFS Flooring	Included Above	\$ -	
	Moisture Testing								DFS Flooring	Lump Sum	\$ 1,100.00	
	Plumbing											
	Relocate Water Heater, Remove and replace fixtures in bathroom per preliminary layout and provide piping for new kitchen layout.								O'Connor Plumbing	Lump Sum	\$ 30,477.00	
	Heating, ventilating and Air Conditioning											
	Kitchen: Relocate and Run new grease duct to new range location. Fire Wrap Included								Air West Mechanical	Lump Sum	\$ 7,991.00	
	Dormitories: Remove and replace (6) old ceiling grilles with new, relocate (3) exhaust grills in bathroom. Relocate make up vent duct and heater vent for water heater to new location. Install new Run Supply and return ducts and grilles as needed in dormitories.								Air West Mechanical			
	Third party test and balance report								Air West Mechanical	Lump Sum	\$ 12,425.00	
										Lump Sum	\$ 2,200.00	
	Electrical											
	Demolition	80	\$ 87.00	\$ 6,960.00	Electrical Materials		Lump Sum	\$ 28,361.17				
	Low Voltage Rough-In	24	\$ 87.00	\$ 2,088.00								
	Wall Rough-In	193	\$ 87.00	\$ 16,791.00								
	Lighting	113	\$ 87.00	\$ 9,831.00								
	Finish	40	\$ 87.00	\$ 3,480.00								
					CA Sales Tax			\$ 7,121.81				
SUBTOTALS LABOR								\$ 76,602.88				\$ 131,692.71
SUBTOTALS MATERIAL												
SUBTOTALS EQUIPMENT/SUBS												
GRAND SUBTOTAL (LABOR/MATERIAL/EQUIPMENT)												
012000	MATERIAL/SUB MARKUP		5%	\$ 10,414.78								
012000	OVERHEAD ON SELF PERFORMED LABOR		20%	\$ 45,112.46								
	SUBTOTALS			\$ 489,385.15								
012000	PROFIT		8%	\$ 39,150.81								
	SUBTOTAL			\$ 528,535.97								
017800	INSURANCE (1%) & BOND (2.5%)		3.5%	\$ 18,498.76								
GRAND TOTAL												

EXHIBIT D
CONSTRUCTION PLANS



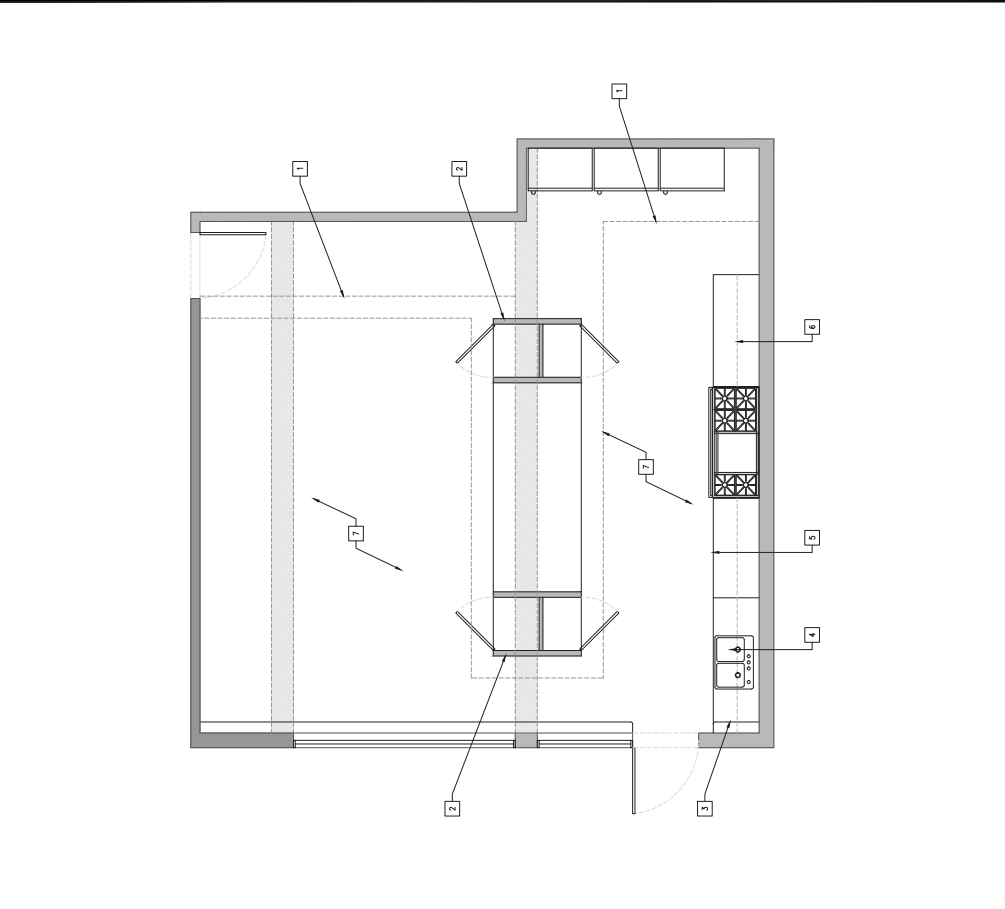
FASONE CONSTRUCTION
3775 FRUITLAND AVENUE
VERNON, CA 90058

CITY OF VERNON
FIRE STATION #1
3375 FRUITLAND AVENUE
VERNON, CA 90058



DEMOLITION FLOOR PLAN - DORMATORIES AND RESTROOM
1/4"=1'-0"

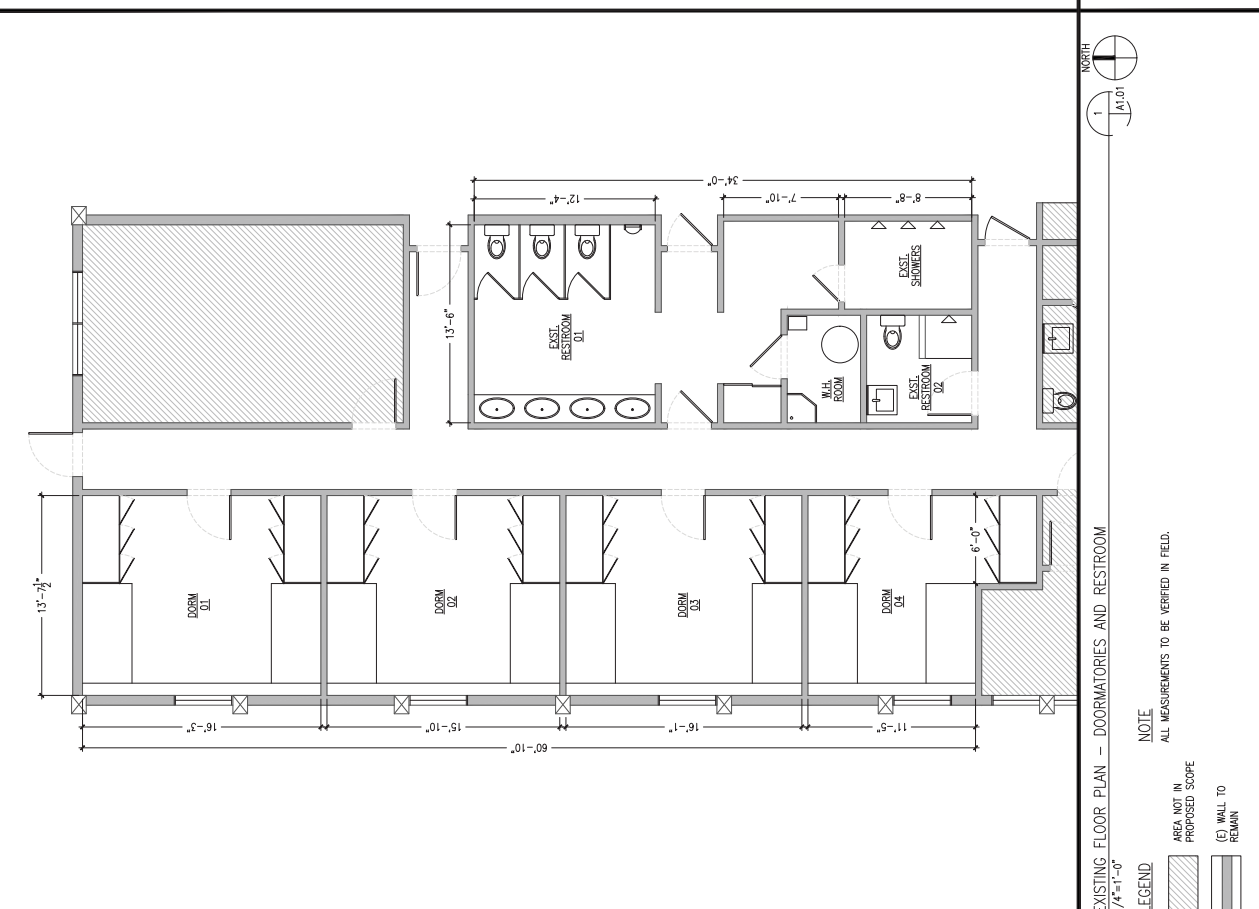
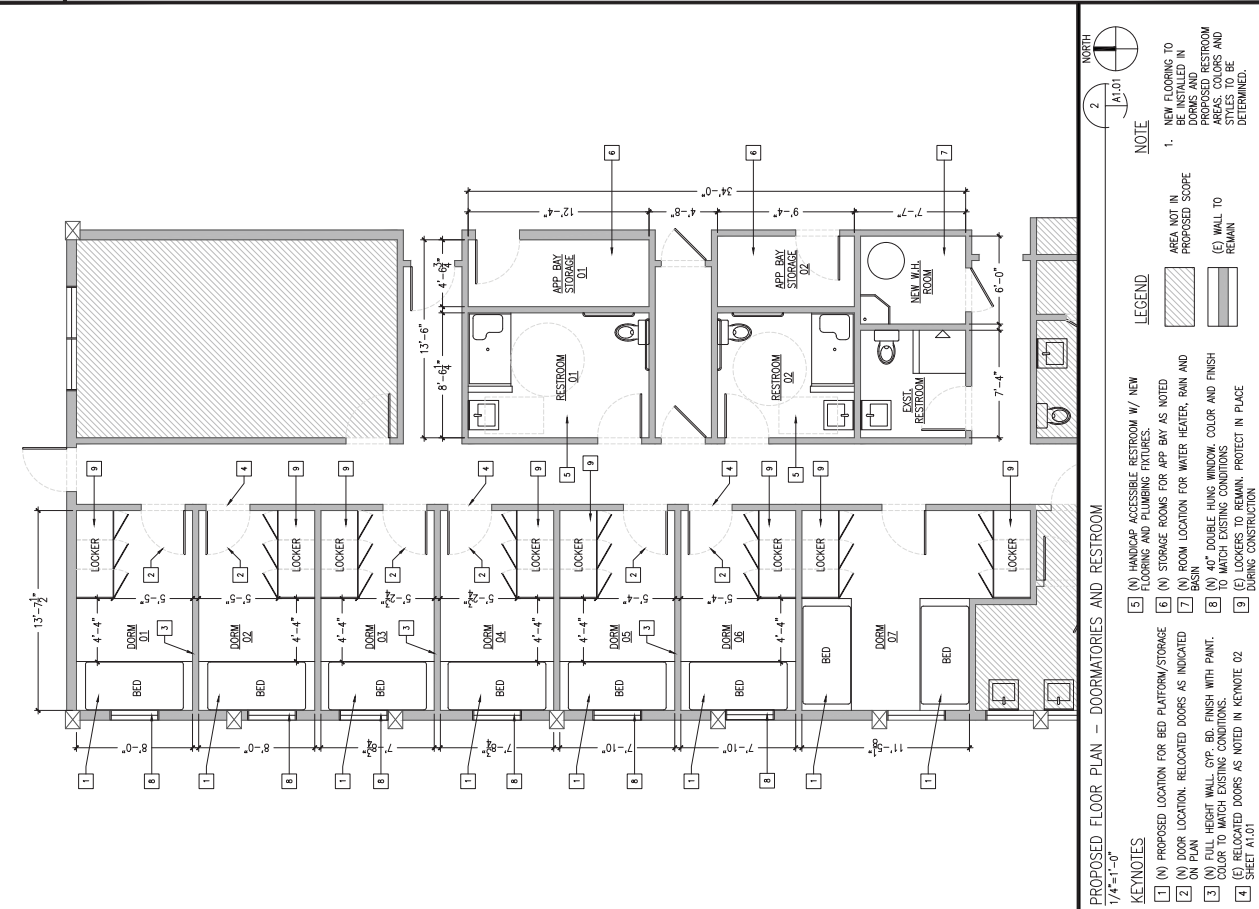
- KEYNOTES**
- 1 (E) BED PLATFORMS TO BE REMOVED
 - 2 (E) FLOOR SOFFIT WALL TO BE REMOVED
 - 3 (E) WINDOW TO BE REMOVED
 - 4 (E) DOOR TO BE REMOVED AND SALVAGED FOR RE-USE. PROTECT ON SITE DURING CONSTRUCTION
 - 5 (E) PLATFORM OR BASE TO BE INSTALLED OVER FOOTPRINT
 - 6 (E) SINKS AND COUNTERTOPS TO BE REMOVED
 - 7 (E) TOILET TO BE REMOVED
 - 8 (E) RESTROOM PARTITION WALLS AND DOORS TO BE REMOVED
 - 9 (E) CLOSET DOORS AND ADJACENT WALL TO BE REMOVED
 - 10 (E) WATER HEATER TO BE RELOCATED. (E) FLOOR DRAIN AND BASIN TO BE REMOVED
 - 11 (E) SHOWERHEAD, FLOOR AND WALL TO BE REMOVED
 - 12 (E) MISCELLANEOUS WALL AT SINKS AND COUNTERTOPS TO BE REMOVED
- LEGEND**
- AREA NOT IN PROPOSED SCOPE
 - (E) WALL TO REMAIN
 - (E) WALL TO BE REMOVED

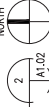


DEMOLITION FLOOR PLAN - KITCHEN
3/8"=1'-0"

- KEYNOTES**
- 1 (E) ABOVE SOFFIT TO BE REMOVED
 - 2 (E) PANTRY LOCKERS TO BE REMOVED. (E) COUNTERTOPS AND BASE TO BE REMOVED AND REPLACED IN EXISTING FOOTPRINT
 - 3 (E) WALL SOFFIT TO BE REMOVED
 - 4 (E) SINK TO BE REMOVED
 - 5 (E) BASE CABINETS AND COUNTERTOPS TO BE REMOVED
 - 6 (E) UPPER CABINETS TO BE REMOVED
 - 7 (E) SUPPORT BEAM TO REMAIN
 - (E) WALL TO REMAIN
 - (E) CONDITION TO BE REMOVED AS INDICATED ON PLAN
- LEGEND**
- AREA NOT IN PROPOSED SCOPE
 - (E) WALL TO REMAIN
 - (E) WALL TO BE REMOVED

DATE	1/1/2020
PROJECT	VERNON FIRE STATION #1
CLIENT	CITY OF VERNON
DESIGNER	FASONE CONSTRUCTION, INC.
DESIGNER'S ADDRESS	3775 FRUITLAND AVENUE VERNON, CA 90058
DESIGNER'S PHONE	(909) 500-0000
DESIGNER'S FAX	(909) 500-0000
DESIGNER'S EMAIL	info@fasoneconstruction.com
DESIGNER'S WEBSITE	www.fasoneconstruction.com
DESIGNER'S LICENSE NO.	00000000
DESIGNER'S LICENSE STATE	CA
DESIGNER'S LICENSE EXPIRATION DATE	12/31/2020
DESIGNER'S LICENSE TYPE	ARCHITECT
DESIGNER'S LICENSE NO.	00000000
DESIGNER'S LICENSE STATE	CA
DESIGNER'S LICENSE EXPIRATION DATE	12/31/2020
DESIGNER'S LICENSE TYPE	ARCHITECT
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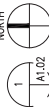




PROPOSED FLOOR PLAN 01 - KITCHEN
1/4" = 1'-0"

NOTE

- | KEYNOTES | NOTE |
|--|--|
| 1. (N) PANTRY/LOCKER STORAGE FOR SHIFTS | 5 (N) KITCHEN COUNTERTOPS, FINISH MATERIAL TO BE DETERMINED |
| 2. (N) 60" COOKING RANGE APPLIANCE (TO BE SUPPLIED AND INSTALLED BY AGENCY) | 6 (N) BASE CABINETS W/ COUNTERTOPS AND ADJUSTABLE SHELVING, FINISH MATERIALS TO BE DETERMINED. |
| 3. (N) 36" COOKING RANGE APPLIANCE (TO BE SUPPLIED AND INSTALLED BY AGENCY) W/ ADJUSTABLE HEIGHT SHELVING, FINISH MATERIALS TO BE DETERMINED | 7 (N) PROPOSED AREA FOR RELOCATED REFRIGERATOR |
| 4. (N) PROPOSED SINK AND DISHWASHER LOCATION | 8 (N) PREP-SINK FOR KITCHEN ISLAND |
| | 9 (N) KITCHEN ISLAND WITH BASE CABINET, STORAGE AND COUNTERTOP, FINISH MATERIALS TO BE DETERMINED. |
| | 1. NEW FLOORING TO BE INSTALLED THROUGHOUT KITCHEN AREA. COLORS AND STYLES TO BE DETERMINED. |



EXISTING FLOOR PLAN - KITCHEN
1/4" = 1'-0"

NOTE

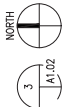
- | KEYNOTES | NOTE |
|--|--|
| 1 (E) LOBBABLE PANTRIES FOR SHIFT SUPPLY STORAGE | |
| 2 (E) REFRIGERATOR APPLIANCE LOCATION. PROTECT IN PLACE DURING CONSTRUCTION. | |
| 3 (E) UPPER CABINETS TO BE REMOVED | |
| 4 (E) COOKTOP AND RANGE TO BE REMOVED AND REPLACED BY AGENCY | |
| 5 (E) COUNTERTOPS AND LOWER CABINET TO BE REMOVED AND REPLACED | |
| 6 (E) SINK TO BE REMOVED | |
| 7 (E) SOTT FROM CEILING TO BE REMOVED | |
| 8 (E) STRUCTURAL BEAM TO REMAIN | |
| | 1. ALL FLOORING IN KITCHEN AREA TO BE REMOVED AND REPLACED AS NOTED. |

KEYNOTES

- 1 (1) KITCHEN ISLAND WITH BASE CABINETS FOR STORAGE
- 2 AND 36" SINK AND DISHWASHER, COUNTERTOP AND
- 3 CABINET FINISH MATERIALS TO BE DETERMINED.
- 4 (2) PANTRY/LOUVER STORAGE FOR SHIFTS
- 5 (3) LOCATION FOR COFFEE APPLIANCE TO BE SUPPLIED
- 6 AND INSTALLED BY AGENCY
- 7 (4) UPPER CABINETS WITH ADJUSTABLE HEIGHT
- 8 SHELVING. FINISH MATERIALS TO BE DETERMINED.
- 9 (5) 60" COOKING RANGE APPLIANCE TO BE SUPPLIED
- 10 AND INSTALLED BY AGENCY
- 11 (6) BASE CABINETS WITH ADJUSTABLE SHELVING AND
- 12 COUNTERTOP. FINISH MATERIALS TO BE DETERMINED.
- 13 (7) UPPER CABINETS FOR DISHWASH STORAGE ABOVE
- 14 REFRIGERATOR HEIGHT
- 15 (8) REFRIGERATOR
- 16 (9) REFRIGERATOR AREA FOR RELOCATED REFRIGERATOR

NOTE

1. NEW FLOORING TO BE INSTALLED THROUGHOUT KITCHEN AREA, COLORS AND STYLES TO BE DETERMINED.



PROPOSED FLOOR PLAN 02 - KITCHEN
1/4"=1'-0"

[illegible]

EXHIBIT E

EQUAL EMPLOYMENT OPPORTUNITY

PRACTICES PROVISIONS

- A. Contractor certifies and represents that, during the performance of this Agreement, the contractor and each subcontractor shall adhere to equal opportunity employment practices to assure that applicants and employees are treated equally and are not discriminated against because of their race, religious creed, color, national origin, ancestry, handicap, sex, or age. Contractor further certifies that it will not maintain any segregated facilities.
- B. Contractor agrees that it shall, in all solicitations or advertisements for applicants for employment placed by or on behalf of Contractor, state that it is an "Equal Opportunity Employer" or that all qualified applicants will receive consideration for employment without regard to their race, religious creed, color, national origin, ancestry, handicap, sex or age.
- C. Contractor agrees that it shall, if requested to do so by the City, certify that it has not, in the performance of this Agreement, discriminated against applicants or employees because of their membership in a protected class.
- D. Contractor agrees to provide the City with access to, and, if requested to do so by City, through its awarding authority, provide copies of all of its records pertaining or relating to its employment practices, except to the extent such records or portions of such records are confidential or privileged under state or federal law.
- E. Nothing contained in this Agreement shall be construed in any manner as to require or permit any act which is prohibited by law.

EXHIBIT F
LIVING WAGE PROVISIONS

Minimum Living Wages:

A requirement that Employers pay qualifying employees a wage of no less than \$10.30 per hour with health benefits, or \$11.55 per hour without health benefits.

Paid and Unpaid Days Off:

Employers provide qualifying employees at least twelve compensated days off per year for sick leave, vacation, or personal necessity, and an additional ten days a year of uncompensated time for sick leave.

No Retaliation:

A prohibition on employer retaliation against employees complaining to the City with regard to the employer's compliance with the living wage ordinance. Employees may bring an action in Superior Court against an employer for back pay, treble damages for willful violations, and attorney's fees, or to compel City officials to terminate the service contract of violating employers.



COUNTY OF LOS ANGELES FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

"Proud Protectors of Life, Property, and the Environment"

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

BOARD OF SUPERVISORS

HILDA L. SOLIS
FIRST DISTRICT

MARK RIDLEY-THOMAS
SECOND DISTRICT

SHEILA KUEHL
THIRD DISTRICT

JANICE HAHN
FOURTH DISTRICT

KATHRYN BARGER
FIFTH DISTRICT

February 7, 2019

Carlos R. Fandino, Jr., City Administrator
City of Vernon
4305 Santa Fe Avenue
Vernon, CA 90058

Dear Mr. Fandino:


Pursuant to the Reimbursement Agreement between the City of Vernon (City) and the Consolidated Fire Protection District (Fire District), we have completed our survey of the City Fire Department. Enclosed is the estimated conversion costs report which reflects the one-time cost to convert the City's Fire Department to Fire District standards to ensure operations compatibility.

As requested, the estimated conversion costs are based on two service level options. Option 1 includes the closure of City Fire Station 78 and the provision of service from three City fire stations as proposed in the Feasibility Study prepared in 2013. Option 2 includes the closure of City Fire Stations 78 and 79 with services provided from two City fire stations.

These costs reflect the existing inventory and condition of the City Fire Department's facilities, apparatus, equipment, uniforms, personal protective equipment, and all other necessary incidental items as of January 2019. Also included are the costs for a 4-week transition training academy for transferring City uniformed employees. Any upgrades, purchases, or repairs undertaken by the City prior to the actual transition of service which adhere to the Fire District's standards could reduce the actual conversion costs incurred by the Fire District at the time of transition. Provisions for the payment of conversion costs in equal monthly installments during the first three-year agreement period are included in the contract for services.

Please feel free to contact me at (323) 881-2404, or lorraine.buck@fire.lacounty.gov with any questions or concerns. I look forward to hearing from you soon.

Very truly yours


LORRAINE BUCK, ACTING CHIEF
PLANNING DIVISION

LB:mk

Enclosure

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS
AFTESIA
AZUSA
BALDWIN PARK
BELL
BELL GARDENS
BELLFLOWER
BFADBURY

CALABASAS
CARSON
CERRITOS
CLAREMONT
COMMERCE
COVINA
CUDAHY
DIAMOND BAR
DUARTE

EL MONTE
GARDENA
GLENDORA
HAWAIIAN GARDENS
HAWTHORNE
HERMOSA BEACH
HIDDEN HILLS
HUNTINGTON PARK

INDUSTRY
INGLEWOOD
IRWINDALE
LA CANADA-FLINTRIDGE
LA HABRA
LA MIRADA
LA PUENTE
LAKEWOOD
LANCASTER

LAWDALE
LOMITA
LYNWOOD
MALIBU
MAYWOOD
NORWALK
PALMDALE
PALOS VERDES ESTATES

PARAMOUNT
PICO RIVERA
POMONA
RANCHO PALOS VERDES
ROLLING HILLS
ROLLING HILLS ESTATES
ROSEMEAD
SAN DIMAS
SANTA CLARITA

SIGNAL HILL
SOUTH EL MONTE
SOUTH GATE
TEMPLE CITY
WALNUT
WEST HOLLYWOOD
WESTLAKE VILLAGE
WHITTIER

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

FACILITIES

	Option 1 Cost	Option 2 Cost
<u>Fire Station 76 - 3375 Fruitland Ave</u>		
Privacy and Access Modifications	\$108,750	\$145,000
Fuel Dispensing Equipment ¹⁾	\$7,250	\$7,250
Security Access Controls/CCTV Upgrades	\$44,225	\$44,225
Turnout Room	\$50,750	\$50,750
Grounds - Asphalt Repairs	\$176,175	\$176,175
Paint - Exterior	\$94,250	\$94,250
Paint - Interior	\$108,750	\$108,750
Roofing	\$195,750	\$195,750
Kitchen Remodel	\$145,000	\$145,000
New Stove	\$21,750	\$21,750
Bathroom Reconstruction	\$253,750	\$253,750
Electrical Upgrades	\$72,500	\$72,500
Computer Room Air Conditioning (CRAC)	\$50,750	\$50,750
¹⁾ Paint only; City to maintain equipment and testing reqs.		
Station Total	\$1,329,650	\$1,365,900
<u>Fire Station 77 - 4301 Santa Fe Ave</u>		
Deck Repairs	\$29,000	\$29,000
Security Access Controls/CCTV Upgrades	\$39,150	\$39,150
Apparatus Bay Hot Start conversion	\$1,088	\$1,088
General Plumbing	\$10,875	\$10,875
Kitchen Repairs	\$10,875	\$10,875
Bathroom Repairs	\$14,500	\$14,500
Storage Area	\$3,625	\$3,625
Electrical Repairs	\$14,500	\$14,500
Station Total	\$123,613	\$123,613
<u>Fire Station 79 - 4530 Bandini Blvd</u>		
Privacy and Access Modifications ²⁾	\$58,000	-
Security Access Controls/CCTV Upgrades	\$29,000	-
Apparatus Bay - Door Sweeps	\$7,250	-
General Plumbing - Air Compressor	\$5,075	-
Grounds - Asphalt Repairs	\$72,500	-
Paint - Exterior	\$65,250	-
²⁾ Cost is for 3 personnel; significant alterations would be necessary if a fourth person is assigned to this station.		
Station Total	\$237,075	-
Facilities Total ³⁾	\$1,690,338	\$1,489,513

³⁾ Inclusive of hard costs, a 15% contingency, and DPW/ISD overhead charges.

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

COMMUNICATIONS

Description	Station 76	Station 77	Station 79
Computer Bundle	\$ 1,600	\$ 1,600	\$ 800
Battery Backup UPS	2,500	2,500	1,500
MPS Printers(s)	1,000	1,000	1,000
Selective Calling Units (SCU)	16,500	16,500	16,500
Squadron "Kyocera Flip Phone" 4G (squad)	-	120	-
Radio Mobile Terminal/CAD	1,700	1,700	1,700
Anticipated ISD Telephone/WAN Cost	17,225	17,225	17,225
	\$ 40,525	\$ 40,645	\$ 38,725

Communications Total - Option 1 \$ 119,895

Communications Total - Option 2 \$ 81,170

TRAINING

Four-week Transition Academy - Transferring City Employees' Training Costs:

Option 1

Fire District Rank	No.	Annual Cost*	Cost for 4 Weeks	Total Cost
Captain	12	\$251,369	\$19,336	\$232,033
Firefighter Specialist	14	212,859	16,374	229,233
Firefighter	36	174,603	13,431	483,516
Academy Instructors and supplies				<u>100,000</u>

Training Total - Option 1 \$1,044,782

Option 2

Fire District Rank	No.	Annual Cost*	Cost for 4 Weeks	Total Cost
Captain	9	\$251,369	\$19,336	\$174,025
Firefighter Specialist	11	212,859	16,374	180,111
Firefighter	42	174,603	13,431	564,102
Academy Instructors and supplies				<u>100,000</u>

Training Total - Option 2 \$1,018,238

* Based on the Fire District's Estimated Fiscal Year 2018-19 salary and employee benefits costs.

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

CITY APPARATUS

VRN E-77 2016 PIERCE PUC PUMPER

Outfitting/Repairs:

Decals	Cost
	\$ 2,500
Repairs: Air leak at fan hub fitting, coolant leak at filter, R/R axle seal, clean air tube to compressor, broken retention clamp, PTO/pump assembly leak, possible coolant leak top radiator tank	6,615

Communications Equipment:

CradelPoint Modem	1,700
MDC	5,000
EPCR	5,400
Vehicle Data Installation	5,700
Radios - installation, testing and programming	3,086
Headset Installation	900
Quality Assurance Testing	131

Engine 77 Total **\$ 31,032**

VRN E-78 2016 PIERCE PUC PUMPER

Outfitting/Repairs:

Decals	Cost
	\$ 2,500
Repairs: coolant leak	6,000

Communications Equipment:

CradelPoint Modem	1,700
MDC	5,000
EPCR	5,400
Vehicle Data Installation	5,700
Radios - installation, testing and programming	3,086
Headset Installation	900
Quality Assurance Testing	131

Engine 78 Total **\$ 30,417**

VRN T-76 2018 PIERCE ARROW XT 100' AERIAL TRUCK

Outfitting/Repairs:

Decals	Cost
	\$ 2,500
Repairs: Class 3 hydraulic leaks, serp belt misaligned, TAC 4 susp.	6,200

Communications Equipment:

CradelPoint Modem	1,700
MDC	5,000
EPCR	5,400
Vehicle Data Installation	5,700
Radios - installation, testing and programming	3,086
Headset Installation	900
Quality Assurance Testing	131

Truck 76 Total **\$ 30,617**

NEW APPARATUS/STAFF VEHICLES

Paramedic Squad - new, fully equipped with Fire District "spec" equipment

\$ 299,247

Staff Vehicles - New Prevention inspectors' sedans

Qty.	Unit Cost
2	\$ 29,000

\$ 58,000

Total Apparatus and Vehicles Cost - Option 2

\$ 449,313

Engine (Required if FS 79 remains operational per Option 1)

New pumper fully equipped with Fire District "spec" equipment

\$ 958,389

Total Apparatus and Vehicles Cost - Option 1

\$ 1,407,702

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

EQUIPMENT

Fire Equipment	Unit Cost	Qty.	Engine 76	Qty.	Engine 77	Qty.	Truck
Cab Equipment			\$ 455.04		\$ 455.04		\$ 878.84
Tools/Forcible Entry			1,085.99		1,085.99		4,544.03
Salvage			105.75		105.75		5,954.94
Appliance/Spanners			6,534.41		6,534.41		-
Large Diameter Fittings			172.25		172.25		-
Standard Diameter Fittings			56.50		56.50		-
Wildland Equipment			7,308.53		7,308.53		-
Hose/Nozzles/Fittings			7,031.40		7,031.40		3,499.48
Electrical and Power Equipment			-		-		9,114.00
Hydraulic Rescue Tools			-		-		51,029.11
Safety Equipment			600.00		600.00		1,184.20
Extinguishers, swift water bags, hose straps			1,082.45		1,082.45		4,535.20
SCBA Air Cylinder Valve Assembly	\$ 39.72	8	317.76	8	317.76	8	317.76
Homeland Security Equipment			7,165.00		7,165.00		13,077
Apparatus Totals			\$ 31,915.08		\$ 31,915.08		\$ 94,134.56

Fire Equipment Total \$157,964.72

Medical Equipment	Unit Cost	Qty.	Engine 76	Qty.	Engine 77	Qty.	Truck
Medical Box - First Aid	\$ 49.08	1	\$ 49.08	1	\$ 49.08	1	\$ 49.08
Oxygen Bag	169.52	1	169.52	1	169.52	1	169.52
Oxygen Regulator	64.71	1	64.71	1	64.71	1	64.71
Oxygen Bottles (JD Size)	106.98	2	213.96	2	213.96	2	213.96
Zoll AED3	2,107.50	1	2,107.50	1	2,107.50	1	2,107.50
Medical Supplies			1,380.12		1,380.12		1,380.12
Apparatus Totals			\$ 3,984.89		\$ 3,984.89		\$ 3,984.89

Medical Equipment Total \$11,954.67

Fitness Equipment	Station 76	Station 77	Station 79
Woodway 4Front Treacmill	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
Keiser M3 Stationary Bike	1,595.00	1,595.00	1,595.00
Concept 2 Rower	900.00	900.00	-
Bumper Plates 45lbs - set 4	329.90	0.00	329.90
Bumper Plates 35lbs - set 2	129.95	0.00	129.95
Bumper Plates 25lbs - set 2	94.95		94.95
Bumper Plates 10lbs - set 4	119.60	0.00	119.60
Bumper Plates 5lbs - set 4	119.60	0.00	119.60
Olympic Bar	239.00		239.00
Hex/Trap Bar	159.95	159.95	159.95
Freestanding Squat Stand or Rack	1,599.00	1,599.00	-
Stability Ball - 75 cm	44.95	0.00	44.95
1" Superband	18.95	18.95	18.95
The Stick Muscle Massaging Roller	49.95	49.95	49.95
20 lb Kettlebell	34.11	34.11	34.11
35 lb Kettlebell	59.70	59.70	59.70
55 lb Kettlebell	93.81	93.81	93.81
70 lb Kettlebell	119.40	119.40	119.40
Exercise Mats	-	64.95	129.90
EZ Curl Bar	-	-	79.95
ProForm Rip60 System	179.95	179.95	179.95
Station Totals	\$10,887.77	\$9,874.77	\$8,598.62

Total Fitness Equipment Cost - Option 1 \$29,361.16
Option 2 \$20,762.54

Note: The Equipment totals reflect the needs based on existing inventory of all City equipment at the time these conversion costs were compiled. Should any equipment included herein not be available at the time of transfer of service, the costs incurred by the Fire District to replace such equipment would be added to the City's total conversion cost obligation.

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

PERSONAL PROTECTIVE EQUIPMENT & UNIFORMS

<u>Station Uniforms</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total</u>
Uniform Pants	2	\$ 93.10	\$ 186.20
Uniform Shirt - Short Sleeve	2	85.80	171.60
Uniform Shirt - Long Sleeve	1	99.60	99.60
Uniform Jacket	1	96.90	96.90
Uniform Leather Belt	1	14.85	14.85
Silver Belt Buckle (LACoFD)	1	16.00	16.00
Uniform Work Boots	2	201.00	402.00
Uniform Dress Tie	1	6.08	6.08
Uniform Soft Cap	1	99.98	99.98
Uniform Name Bar	2	9.00	18.00
Turnout - Coat	2	1,195.39	2,390.78
Turnout - Coat Nameplate	2	40.00	80.00
Turnout - Pant	2	788.05	1,576.10
Turnout - Boots	2	116.84	233.68
Suspenders	1	47.68	47.68
Station Uniforms Total Per Employee			\$ 5,439
<u>Personal Protective Equipment (PPE)</u>			
Structure Helmet	1	\$ 221.48	\$ 221.48
Structure Flash Hood	1	28.82	28.82
Structure Gloves - Dragon Fire	2	70.85	141.70
Hose Strap	1	12.00	12.00
Safety Goggles	1	10.44	10.44
SCBA Mask	1	1,020.00	-- *
Wildland - Brush Pants	1	189.93	189.93
Utility Jacket	1	215.08	215.08
Wildland - Helmet	1	105.47	105.47
Wildland - Helmet Shroud	1	32.46	32.46
Shirt - Wildland Blue Long Sleeve	2	8.90	17.80
Single Layer Tactical Pant	2	138.55	277.10
Single Layer Wildland Jacket	1	189.95	189.95
Single Layer Undershirt	2	42.00	84.00
Wildland - Gloves	1	31.33	31.33
Bee Vail	1	12.28	12.28
Wildland - Head lamp	1	20.19	20.19
Body Armor & Bag	1	505.00	505.00
Flash Light - Survivor (Turnouts)	1	49.65	49.65
Flash Light - Pelican Pocket (Personal)	1	24.55	24.55
Key "L"	1	2.66	2.66
Key "N"	1	5.64	5.64
PPE Total Per Employee			\$ 2,178
Employee Total			\$ 7,617
Total Transferring Employees			62
TOTAL PPE AND STATION UNIFORMS			\$ 472,253

* SCBA Masks to be transferred from City to District

**CONSOLIDATED FIRE PROTECTION DISTRICT
CITY OF VERNON - CONVERSION COSTS ESTIMATE**

ESTIMATED CONVERSION COSTS SUMMARY

	Option 1 (3 Stations)	Option 2 (2 Stations)
Facilities	\$ 1,690,338	\$ 1,489,513
Communications	119,895	81,170
Training	1,044,782	1,018,238
Vehicles	1,407,702	449,313
Equipment	199,281	190,682
PPE & Uniforms	472,253	472,253
Subtotal	\$ 4,934,250	\$ 3,701,168
Contingency - 15% *	486,587	331,748
Total Estimated Conversion Costs	<u>\$ 5,420,836</u>	<u>\$ 4,032,917</u>

* The facilities costs include a contingency and are not included in this calculation.

Option 1 consists of the Fire District providing service from three City fire stations with 3 engine companies, 1 truck company, and 1 paramedic squad with a total daily operations staffing of 15 uniformed employees.

Option 2 consists of the Fire District operating out of two City fire stations with 2 engine companies, 1 truck company and 1 paramedic squad with a total daily operations staffing of 14 uniformed employees.

All costs contained herein are estimates based on current costs. These conversion costs will be updated to reflect the actual cost incurred by the Fire District at the time of the transition of service.

All costs identified as of January 2019