

AGENDA
REGULAR CITY COUNCIL MEETING
COUNCIL CHAMBERS
5000 CLARK AVENUE
LAKEWOOD, CALIFORNIA

July 28, 2015

ADJOURNED MEETING: Streetlight Upgrade Program Study Session

6:00 p.m.
EXECUTIVE BOARD ROOM

CALL TO ORDER

7:30 p.m.

INVOCATION: Mr. David Montgomery, Church of Jesus Christ of Latter-day Saints

PLEDGE OF ALLEGIANCE: Boy Scout Troop 65

ROLL CALL: Mayor Jeff Wood
Vice Mayor Ron Piazza
Council Member Steve Croft
Council Member Diane DuBois
Council Member Todd Rogers

ANNOUNCEMENTS AND PRESENTATIONS:

ROUTINE ITEMS:

All items listed within this section of the agenda are considered to be routine and will be enacted by one motion without separate discussion. Any Member of Council may request an item be removed for individual discussion or further explanation. All items removed shall be considered immediately following action on the remaining items.

RI-1 Approval of Minutes of the Meetings held June 23, 2015

RI-2 Approval of Personnel Transactions

RI-3 Approval of Registers of Demands

RI-4 Approval of Designation of Voting Delegate for League Annual Conference

RI-5 Approval of Report of Monthly Investment Transactions

RI-6 Approval of Quarterly Schedule of Investments

RI-7 Approval of Disabled Parking Space for 5646 Lakewood Boulevard, Resolution No. 2015-36, and 4327 Hungerford Street, Resolution No. 2015-37

RI-8 Approval of Agreement for Design Services at Intersection of Del Amo Boulevard and Lakewood Boulevard

City Council Agenda

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ROUTINE ITEMS: - Continued

RI-9 Approval of Lease Agreement with Marquette Bank for Purchase of Helicopter from City of El Monte, Resolution No. 2015-38

RI-10 Approval of Project Management Authorization for Lakewood Water Capture and Infiltration Project

RI-11 Approval of Citywide Landscape Master Plan and Standards for Arterials and Remnant Parcels

RI-12 Approval of Resolution No. 2015-39; Urging the State of California to Provide New Sustainable Funding for State and Local Transportation Infrastructure

RI-13 Approval of Resolution No. 2015-40; Supporting the Water Replenishment District of Southern California's Groundwater Reliability Improvement Project

PUBLIC HEARINGS:

- 1.1 Consideration of Report of Delinquent Fees for Garbage, Waste and Refuse Collection and Disposal, Resolution No. 2015-41
- 1.2 Award of Bid for Public Works Project No. 2015-3, Street Resurfacing in Del Amo Boulevard from Downey Avenue to Clark Avenue
- 1.3 Introduction of Ordinance No. 2015-5; Amending the Lakewood Municipal Code Pertaining to Car Washes

LEGISLATION:

- 2.1 Resolution No. 2015-42; Appointment to the Community Safety Commission

REPORTS:

- 3.1 Streetlight Upgrade Project

AGENDA LAKEWOOD SUCCESSOR AGENCY

1. Approval of Register of Demands

AGENDA LAKEWOOD HOUSING SUCCESSOR AGENCY

1. Approval of Register of Demands

ORAL COMMUNICATIONS:

ADJOURNMENT

Any qualified individual with a disability that would exclude that individual from participating in or attending the above meeting should contact the City Clerk's Office, 5050 Clark Avenue, Lakewood, CA, at 562/866-9771, ext. 2200; at least 48 hours prior to the above meeting to ensure that reasonable arrangements can be made to provide accessibility to the meeting or other reasonable auxiliary aids or services may be provided.

Copies of staff reports and other writings pertaining to this agenda are available for public review during regular business hours in the Office of the City Clerk, 5050 Clark Avenue, Lakewood, CA 90712

Routine Items



Minutes

Lakewood City Council

Adjourned Regular Meeting held June 23, 2015

MEETING WAS CALLED TO ORDER at 6:02 p.m. by Mayor Wood in the Executive Board Room at the Civic Center, 5000 Clark Avenue, Lakewood, California.

ROLL CALL: PRESENT: Mayor Jeff Wood
Vice Mayor Ron Piazza
Council Member Steve Croft
Council Member Diane DuBois
Council Member Todd Rogers (arrived 6:28 p.m.)

WATER CONSERVATION STUDY SESSION

James Glancy, Director of Water Resources, displayed slides and provided a water conservation update showing monthly production percentages below May 2013 totals, lower per person daily usage and documented compliance numbers. He noted that the average water use for the past three weeks had been down 29 percent.

Public Works Director Lisa Rapp continued the slide presentation by providing photographic examples of landscape medians with drought adaptive planting from various local jurisdictions. She stated that over two million square feet of medians and panels were landscaped and irrigated with recycled and potable water. She identified some of the possibilities for proposed improvements such as the Paramount Boulevard turf replacement project. Some of the next steps included pursuing a grant opportunity and authorizing Willdan, under their on-call agreement, to prepare a Master Plan of Arterial and Remnant Parcels, which would include cost estimates for conversion, functioned as a planning and budgeting tool and would assist staff in seeking grants.

Mr. Glancy identified some of the potential water infrastructure improvements such as reservoir; solar array; wells and equipment; water main replacement; meter replacement with smart meters and construction of reclaimed water line.

Ms. Perkin outlined the water resources budget illustrating the loss of revenue and the impact to the fund balance. She stated that assuming water consumption remained at low levels, by June 30, 2016, reserves would near the minimum level necessary to support operations and that water consumption rates would need to increase by ten percent per year through 2021 just to cover basic operations and replacement programs. She discussed one-time or intermittent sources of revenue such as the sale of water properties, leasing water rights, no and low interest financing and grants. She explained the various types of water rates and stated it would be recommended at the regular meeting that the City Council approve adoption of fiscal year 2015-2016 water rate structure which increased the commodity rate by ten percent and decreased the number of units offered at the discount rate by two.

WATER CONSERVATION STUDY SESSION - Continued

Council Member Rogers expressed frustration with the economic impact to residents for their water conservation efforts. He emphasized the importance of educating residents on the necessity for the rate change.

Council Member Croft and Vice Mayor Piazza noted that as members of the Water Committee, they had explored options to supplement revenues and would be reviewing the capital improvement projects to determine if any could be deferred.

Mr. Glancy added that different strategies would be developed over the next few months to devise a long-term plan to allow the rate system to be more flexible.

Ms. Rapp reported that Lakewood had been working with other cities to develop a Watershed Management Program and had a long term requirement to address watershed health and water quality. A potential project had been identified for Mayfair Park to divert and infiltrate or use flow from the Clark Channel while a similar alternative project site could be considered for Bolivar Park. Caltrans had funding available in the current budget and were willing to partner with the City on a project. Such funds could only be utilized for stormwater and runoff quality improvement projects and the agreement required execution by June 30, 2015. After an agreement with Caltrans had been finalized, the project would begin with an engineering design study, staff would prepare an RFP for an engineering study and return to Council for approval of a consulting agreement.

ADJOURNMENT

There being no further business to be brought before the City Council, Mayor Wood adjourned the meeting at 7:30 p.m.

Respectfully submitted,

Jo Mayberry, CMC
City Clerk



Minutes

Lakewood City Council

Regular Meeting held
June 23, 2015

MEETING WAS CALLED TO ORDER at 7:35 p.m. by Mayor Wood in the Council Chambers at the Civic Center, 5000 Clark Avenue, Lakewood, California.

INVOCATION was offered by Dr. Bill Cox, Victory Through Jesus Church

PLEDGE OF ALLEGIANCE was led by Girl Scout Troop 3433/113

ROLL CALL: PRESENT: Mayor Jeff Wood
Vice Mayor Ron Piazza
Council Member Steve Croft
Council Member Diane DuBois
Council Member Todd Rogers

Mayor Wood explained the process for anyone in the audience wishing to submit a written protest to either the refuse or water rate proposed increases.

ANNOUNCEMENTS AND PRESENTATIONS:

Mayor Wood announced that the meeting would be adjourned in memory of Bill Holt, who had a long and distinguished career with local government and had served as the City Prosecutor for Lakewood.

Mayor Wood thanked staff as well as personnel from the Sheriff's and Fire departments and other public agencies for their work on the LYS Opening Day and Public Safety Expo.

The Mayor also announced that the upcoming Lakewood High School alumni picnic would be held on July 12 at Del Valle Park.

Sarah Ambrose, American Cancer Society, presented a plaque to the City Council on the success of the recent Relay for Life event held at Lakewood High School.

Mayor Wood presented an Award of Merit to Scott Bauman, a longtime Lakewood resident, who had been a recreation employee and a Community Safety Commissioner, and would be relocating to the great Northwest.

ROUTINE ITEMS:

Council Member DuBois requested that Routine Item 1 be considered separately.

Council Member Rogers requested that Routine Item 12 be considered separately.

Mayor Wood stated that a request had been made to pull Routine Item 11. There being no objection, it was so ordered.

COUNCIL MEMBER DUBOIS MOVED AND VICE MAYOR PIAZZA SECONDED TO APPROVE ROUTINE ITEMS 2 THROUGH 10.

RI-2 Approval of Personnel Transactions

RI-3 Approval of Registers of Demands

RI-4 Approval of Report of Monthly Investment Transactions

RI-5 Approval of Mayfair Pool Heater Replacement

RI-6 RESOLUTION NO. 2015-20; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD ESTABLISHING DISABLED PERSON DESIGNATED PARKING ON THE EAST SIDE OF FACULTY AVENUE WITHIN THE CITY OF LAKEWOOD

RESOLUTION NO. 2015-21; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD ESTABLISHING DISABLED PERSON DESIGNATED PARKING ON THE EAST SIDE OF WHITEWOOD AVENUE WITHIN THE CITY OF LAKEWOOD

RI-7 Ratification of Amendment to Agreement for Legal and Training Services with Liebert Cassidy Whitmore

RI-8 Acceptance of Notice of Completion for Public Works Project No. 13-5, West San Gabriel River Parkway Nature Trail and 2014/15 Park Projects, CS Legacy

RI-9 Approval of Agreement for Cost Sharing for the Installation of Monitoring Equipment and Monitoring Pursuant to the Harbor Toxic Pollutants Total Maximum Daily Load (TMDL)

RI-10 Adoption of 2014 Greater Los Angeles County Integrated Regional Water Management Plan

UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

ROUTINE ITEMS: Continued

RI-1 Approval of Minutes of the Meeting held June 9, 2015

COUNCIL MEMBER ROGERS MOVED AND COUNCIL MEMBER CROFT SECONDED TO APPROVE ROUTINE ITEM 1. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: DuBois

RI-12 Approval of Agreement with Macerich Lakewood LP for Law Enforcement Services at Lakewood Center Mall

Council Member Rogers commented that since the incident last August regarding Deputy Brandon Love, he felt that there had been issues with the perception of safety at the mall. He recalled having received assurances from the owners that the mall operators would be taking steps to make Lakewood shoppers feel more comfortable. He expressed concern that the proposed agreement represented a reduction in the amount of money committed for deputy services at the mall and that the Safety Center would be relocating from its current location. He reported that he would have no problem approving the item but that it was necessary that the City Council be fully informed to make sure that these changes would not have a material effect on the shopping experience at the mall.

COUNCIL MEMBER ROGERS MOVED AND COUNCIL MEMBER DUBOIS SECONDED TO APPROVE THE AGREEMENT WITH MACERICH LAKEWOOD LP, AUTHORIZE THE MAYOR TO SIGN THE AGREEMENT AND REQUEST THAT COUNCIL RECEIVE STAFF UPDATES ON SECURITY ENHANCEMENTS AS WELL AS QUARTERLY REPORTS ON STATISTICS ON CRIME AND CALLS FOR SERVICE AT LAKEWOOD MALL FROM AUGUST 2014 UNTIL JUNE 2016. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

1.1 • AMENDMENTS TO THE BUDGET FOR FISCAL YEARS 2014-15/2015-16

City Attorney Steve Skolnik explained that staff had requested that an item regarding the acquisition and funding of surplus helicopter and equipment be considered for approval. He explained the provisions of the Brown Act and stated that since the matter arose subsequent to the posting of the agenda and required immediate action by the City Council, it would be appropriate for the City Council to vote to add this item to the agenda.

COUNCIL MEMBER CROFT MOVED AND VICE MAYOR PIAZZA SECONDED TO ADD TO THE AGENDA ITEM 1.1.E.43, APPROVAL OF ACQUISITION AND FUNDING OF SURPLUS HELICOPTER AND EQUIPMENT.

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16 - Continued

UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

City Manager Howard Chambers displayed slides and reported that the City was currently entering the second year of its tenth two-year budget. He reviewed the current Economic Climate, including higher retail sales and property values and lower unemployment and deficit numbers and noted the impacts of legislative actions in Sacramento. He highlighted Revenues and Appropriations as well as the Focus Areas, which included Budget for sustainability; Keep Lakewood safe; Enhance parks and open space; Foster a sense of community; Support a caring community; Preserve neighborhood quality of life; Promote economic vitality; Highlight government transparency; Defend traditional right to contract; and Protect the environment. He also discussed the budget impacts of State and Federal regulations related to the drought as well as to capital improvement projects.

Steve Skolnik, City Attorney, stated that 1.1.b was his annual memo to the City Council which explained the actions necessary to implement the budget. He advised that all of the budget documents could be considered at the same public hearing and adopted by a single roll call vote, however, since written protests had been received regarding items 1.1.e.34 & 35, each would be considered as separate public hearing items.

1.1.e.34 – Adjusting Residential Refuse Rates

Administrative Services Director Diane Perkin gave a brief presentation based on the memo in the agenda and stated that the proposed increase to residential refuse rates was directly related to increases in tipping fees and fuel costs. She noted that due to the time required for noticing the increase, the initial fee increase of two percent had been estimated, and the actual increase would be less, at 0.62 percent. Ms. Perkin added that the new residential refuse rate would be effective and reflected on billings for refuse collection usage on July 1st.

Mayor Wood opened the public hearing at 8:23 p.m. and called for anyone in the audience wishing to address the City Council on this matter.

E. Zimmer, Lakewood, stated that she had submitted the written protests and expressed her opposition to the rate increases.

The City Attorney stated that there had been a total of 235 written protests received regarding the rate increase for refuse collection. Mr. Skolnik reported that with over 22,000 residential refuse accounts, the protests did not meet the threshold and the proposed rate adjustment could go forward.

RESOLUTION NO. 2015-33; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD TO ESTABLISH RESIDENTIAL REFUSE RATES FOR FISCAL YEAR 2015-2016

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16

1.1.e.34 – Adjusting Residential Refuse Rates - Continued

VICE MAYOR PIAZZA MOVED AND COUNCIL MEMBER CROFT SECONDED TO ADOPT RESOLUTION 2015-33. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

1.1.e.35 – Pertaining to Water Rates and Charges

The Director of Administrative Services gave a presentation based on the memo in the agenda and stated that many factors were considered in determining the proposed water rates such as increases in operating costs, electrical energy and water replenishment costs and over \$35 million in capital improvements required over the next five years. The proposed water consumption rate increase raised the typical residential monthly bill by \$6.38. She concluded by stating that it was recommended that the City Council hold a public hearing and adopt the proposed resolution.

Council Member Rogers expressed concern at the negative impact of residents being charged a higher rate for their water conservation efforts.

Council Member Croft maintained that the City had a history of managing its water well by investing in infrastructure and making prudent decisions to maintain the quality of life.

Mayor Wood opened the public hearing at 8:39 p.m. and called for anyone in the audience wishing to address the City Council on this matter. There was no response.

The City Attorney stated that there had been a total of 235 written protests received regarding the rate increase for water. Mr. Skolnik reported that with over 19,600 water service accounts, the protests were well below the threshold and the proposed rate adjustment could go forward.

RESOLUTION NO. 2015-34; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AMENDING THE “NORMAL QUANTITATIVE RATE” CONTAINED IN SECTION 10 OF THE CITY’S “WATER SERVICE PROCEDURE MANUAL,” AND AMENDING THE RECLAIMED WATER RATE

VICE MAYOR PIAZZA MOVED AND COUNCIL MEMBER DUBOIS SECONDED TO ADOPT RESOLUTION NO. 2015-34. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

The City Attorney stated an additional public hearing needed to be held on the remainder of the budget items: 1.1.c, 1.1.d, 1.1.e, 1.1.e.1 through 33 and 1.1.e.36 through 43.

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16 - Continued

c. RESOLUTION NO. 2015-22; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AMENDING THE BUDGET FOR FISCAL YEAR 2014-2015, AND AUTHORIZING THE APPROPRIATION OF RESERVE FUNDS INTO APPROPRIATE FUNDS AS OF JUNE 30, 2015

d. RESOLUTION NO. 2015-23; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD DETERMINING THE TOTAL ANNUAL APPROPRIATION SUBJECT TO LIMITATION OF THE CITY OF LAKEWOOD FOR THE FISCAL YEAR 2015-2016

e. RESOLUTION NO. 2015-24; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD ADOPTING THE BUDGET AND APPROPRIATING REVENUE FOR THE FISCAL YEAR 2015-16

1) RESOLUTION NO. 2015-25; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AUTHORIZING THE DIRECTOR OF ADMINISTRATIVE SERVICES TO CERTIFY TO CITY LIGHT AND POWER LAKEWOOD, INC., THAT BASIC FEE PAYMENTS HAVE BEEN INCLUDED IN THE BUDGET

RESOLUTION NO. 2015-26; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AUTHORIZING THE DIRECTOR OF ADMINISTRATIVE SERVICES TO CERTIFY TO CITY LIGHT AND POWER LAKEWOOD, INC., THAT BASIC FEE PAYMENTS HAVE BEEN INCLUDED IN THE BUDGET

2) RESOLUTION NO. 2015-27; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD REPEALING RESOLUTION NO. 2014-28 PERTAINING TO HOURLY-RATED PART-TIME EMPLOYEES AND ENACTING A PERSONNEL RESOLUTION ESTABLISHING THE COMPENSATION, RULES AND REGULATIONS PERTAINING TO HOURLY-RATED PART-TIME EMPLOYEES

3) RESOLUTION NO. 2015-28; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AMENDING AND RENEWING A COMMUNITY RECREATION PROGRAM AGREEMENT WITH THE ABC UNIFIED SCHOOL DISTRICT

4) RESOLUTION NO. 2015-29; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD RENEWING AN AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND COMMUNITY FAMILY GUIDANCE CENTER PROVIDING COUNSELING SERVICES FOR FAMILIES AND JUVENILE RESIDENTS OF THE CITY OF LAKEWOOD FOR THE FISCAL YEAR 2015-2016

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16 - Continued

5) RESOLUTION NO. 2015-30; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD RENEWING THE AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND THE HUMAN SERVICES ASSOCIATION (HSA) TO PROVIDE SERVICES FOR SENIOR ADULT RESIDENTS OF THE CITY OF LAKEWOOD FOR THE FISCAL YEAR 2015-2016

6) RESOLUTION NO. 2015-31; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD RENEWING AN AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND LAKEWOOD MEALS ON WHEELS FOR THE FISCAL YEAR 2015-2016

7) RESOLUTION NO. 2015-32; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD RENEWING AN AGREEMENT BETWEEN THE CITY OF LAKEWOOD AND THE PATHWAYS VOLUNTEER HOSPICE, INC. PROVIDING SERVICES FOR TERMINALLY ILL RESIDENTS OF THE CITY OF LAKEWOOD FOR THE FISCAL YEAR 2015-2016

8) Amendment to Agreement with Merchants Building Maintenance for Custodial Services

9) Agreement for Charter Bus Services with Pacific Coachways

10) License Agreement with Southern California Edison for Use of Candleverde Park

11) Agreement with Trend Offset Printing for Catalog Publications

12) Agreements with TruGreen LandCare for Median Landscape Maintenance and Mowing Services

13) Agreement with Abilita LA for Telecommunications Services

14) Extension of Agreement for Engineering Services with Associated Soils Engineering

15) Extension of Agreement for Hardscape Maintenance with CJ Construction

16) Authorize Purchase Order with CR&R, Inc. for Street Sweeping Debris Recycling

17) Agreement with Dekra-Lite for Centre Decor

18) Extension of Agreement for Electrical Contracting Services with Fineline Electric

19) Extension of Agreement for Elevator Maintenance and Repair Services with Liftech Elevator Services

20) Extension of Agreement for Transportation Planning and Engineering Services Agreement with LSA Associates, Inc.

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16 - Continued

- 21) Amendment to Agreement for On Call Architectural Services with Meyer & Associates
- 22) Extension of Agreement for Engineering and Traffic Survey Services with Newport Traffic Studies
- 23) Amendment to Agreement for Engineering Services with Reedcorp Engineering
- 24) Extension of Agreement for Environmental Services with S.C.S. Consultants
- 25) Amendment to Agreement for Animal Control Services with SEAACA
- 26) Extension of Agreement for Street Banner Marketing Program with Sierra Installations, Inc.
- 27) Extension of Agreement for HVAC Preventative Maintenance Services with Velocity Air Engineering
- 28) Amendment to Agreement for Tree Maintenance with West Coast Arborists
- 29) Amendment to Agreement for Engineering Services with Willdan
- 30) Agreement with Western Printing and Graphics for Preparation of City Informational Periodicals
- 31) Extension of Reimbursement Agreement for Long Beach Transit Fixed Route and Dial-A-Lift Services
- 32) Renewal of Agreement with Fair Housing Consulting Services
- 33) Agreement for the Fix Up/Paint Up Program
- 36) Amendment to Agreement for Refuse Collection with EDCO Waste Services
- 37) Prefunding of PARS Retirement Plan
- 38) Renewal of Agreement for Information Technology Support with BreaIT
- 39) Renewal of Agreement with Infosend, Inc. for Printing, Mailing and Online Bill Pay Services
- 40) Agreement with Pun Group LLC for Audit Services
- 41) Agreement for Provision of City Attorney Services
- 42) Amendment to the Agreement with the City Manager

1.1 • AMENDMENTS TO THE BUDGET FOR FY 2014-15/2015-16 - Continued

43) Acquisition and Funding of Surplus Helicopter and Equipment

Mayor Wood opened the public hearing at 8:41 p.m. and called for anyone in the audience wishing to address the City Council on this matter. There was no response.

VICE MAYOR PIAZZA MOVED AND COUNCIL MEMBER CROFT SECONDED TO APPROVE ITEMS 1.1.C, D AND E, E.1 THROUGH E.33 AND E.36 THROUGH E.43. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

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1.2 • AWARD OF BID FOR PURCHASING BID 01-15, VARIOUS IRRIGATION MATERIALS

The Director of Administrative Services gave a report based on the memo in the agenda stating that bid packages had been distributed soliciting bids for various irrigation materials and that two sealed bids had been received. It was the recommendation of staff that the City Council hold a public hearing and authorize the purchase of irrigation materials from Hydro-Scape in the amount of \$23,510.21.

Mayor Wood opened the public hearing at 8:43 p.m. and called for anyone in the audience wishing to address the City Council on this matter. There was no response.

COUNCIL MEMBER CROFT MOVED AND COUNCIL MEMBER DUBOIS SECONDED TO APPROVE STAFF'S RECOMMENDATION. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

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3.1 • PREVIEW OF 2015 CIVIC CENTER BLOCK PARTY

Lisa Litzinger, Director of Recreation and Community Services, displayed slides and made a presentation based on the memo in the agenda. She reported that the City's annual Civic Center Block Party would be held on June 27th. Highlights of the event included a Family Fun Zone; "A Taste of Lakewood" specialty food event; live entertainment by pop band, "The Zippers"; a Beverage Garden; "Shop Lakewood" promotion; and concluded with a fireworks show. She concluded by stating that the Block Party was one of the City's most popular special events.

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3.2 • DECLARING JULY AS “PARKS MAKE LIFE BETTERSM” MONTH

The Recreation and Community Services Director displayed slides and made a presentation regarding Parks and Recreation month. She reviewed the “Parks Make Life BetterSM!” campaign which emphasized that parks and recreation programs enriched lives and added value to the community’s homes and neighborhoods. She concluded by recommending the City Council adopt the proposed resolution declaring July as “Parks Make Life Better” and Parks and Recreation Month in the City of Lakewood.

RESOLUTION 2015-35; A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD DECLARING JULY AS PARKS MAKE LIFE BETTER!® MONTH

COUNCIL MEMBER DUBOIS MOVED AND COUNCIL MEMBER ROGERS SECONDED TO ADOPT RESOLUTION NO. 2015-35. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood
NAYS: COUNCIL MEMBERS: None

3.3 • AMENDMENTS FOR IMPLEMENTATION AGREEMENTS FOR THE LOWER LOS ANGELES RIVER, THE LOS CERRITOS CHANNEL AND LOWER SAN GABRIEL RIVER WATERSHEDS

Lisa Rapp, Director of Public Works displayed slides and made a presentation based on the report in the agenda packet. She provided a brief history and timeline regarding the Watershed Management Program noting the City had been situated in three separate drainage watersheds. The implementation of the Watershed Management Program and Coordinated Integrated Monitoring Program for the Lower Los Angeles River, the Los Cerritos Channel and the Lower San Gabriel River watershed would be multi-city efforts and that participating cities were assessed costs based on formulas as detailed in the respective amendments to the Memorandum of Understanding. The annual contribution for the amendments would vary depending on the required monitoring and special studies needed to comply with the Municipal Separate Storm Sewer System Permit. The City’s annual contribution for all three watersheds had been estimated at \$170,433 with funds included in the fiscal year 2015-2016 budget. She concluded by stating that staff recommended that the City Council approve Amendment No. 1 to the Memorandum of Understanding with the Gateway Water Management Authority for the implementation of the Watershed Management Program and Coordinated Integrated Monitoring Program for each of the Watershed Committees of the Lower Los Angeles River – Reach 1, the Los Cerritos Channel and the Lower San Gabriel River.

Richard Watson, lead consultant for the Los Cerritos Channel Watershed Management Program, identified the locations of existing and future principal monitoring stations and stated that they were designed to help track the source of pollutants.

3.3 • AMENDMENTS FOR IMPLEMENTATION AGREEMENTS FOR THE LOWER LOS ANGELES RIVER, THE LOS CERRITOS CHANNEL AND LOWER SAN GABRIEL RIVER WATERSHEDS - Continued

COUNCIL MEMBER ROGERS MOVED AND COUNCIL MEMBER DUBOIS SECONDED TO APPROVE THE GATEWAY WATER MANAGEMENT AUTHORITY FOR THE IMPLEMENTATION OF THE WATERSHED MANAGEMENT PROGRAM AND COORDINATED INTEGRATED MONITORING PROGRAM AMENDMENTS NO. 1 FOR EACH OF THE MEMORANDUMS OF UNDERSTANDING WITH THE LOWER LOS ANGELES RIVER – REACH 1 WATERSHED COMMITTEE, THE LOS CERRITOS CHANNEL WATERSHED COMMITTEE AND THE LOWER SAN GABRIEL RIVER WATERSHED COMMITTEE. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood

NAYS: COUNCIL MEMBERS: None

3.4 • APPROVAL OF COOPERATIVE IMPLEMENTATION AGREEMENT WITH CALTRANS FOR STORMWATER PROJECT

The Public Works Director displayed slides and made a presentation based on the report in the agenda packet and stated that the City had been working with other cities to develop a Watershed Management Program (WMP) to set forth programs and projects to help the cities achieve compliance with the Municipal Separate Storm Sewer System permit. Caltrans had offered to partner with the City by providing a grant of full funding for a project. The WMP identified a potential project in Mayfair Park adjacent to the Clark Channel which would divert water into a pretreatment facility. As an alternative project, a similar design would be considered for the Del Amo Channel at Bolivar Park, which would have the added benefit of reducing the use of potable water for irrigation. The projects would meet Caltrans criteria, and make a positive impact on water quality within the watershed. Ms. Rapp reported that staff had been working closely with Caltrans staff, the watershed consultant, Richard Watson and Associates, and the City Attorney to develop acceptable language in the Cooperative Implementation Agreement. There would be a time limit on the funds; the funds obligated before June 30, 2015 must be spent within two years, and the funds obligated in the subsequent year would have one additional year. She concluded by stating that staff recommended that the City Council approve a Cooperative Implementation Agreement with Caltrans for a Stormwater and Urban Runoff Infiltration Project and authorize the Mayor to sign the agreement in a form approved by the City Attorney.

Ms. Rapp confirmed for Council Member DuBois that information had been prepared for both opportunities at Mayfair and Bolivar parks.

Responding to Vice Mayor Piazza's inquiry regarding the timeline, Mr. Watson stated that there were two sets of overlapping periods and that deadlines were being negotiated.

3.4 • APPROVAL OF COOPERATIVE IMPLEMENTATION AGREEMENT WITH CALTRANS FOR STORMWATER PROJECT - Continued

COUNCIL MEMBER CROFT MOVED AND COUNCIL MEMBER DUBOIS SECONDED TO APPROVE STAFF'S RECOMMENDATION. UPON ROLL CALL VOTE, THE MOTION WAS APPROVED:

AYES: COUNCIL MEMBERS: DuBois, Rogers, Piazza, Croft and Wood
NAYS: COUNCIL MEMBERS: None

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ORAL COMMUNICATIONS:

John Hoop, founder of Hoop Foundation, addressed the City Council regarding Giving Tuesday, celebrating a day of giving, which would be held on Tuesday, December 1, 2015.

. . .

ADJOURNMENT

There being no further business to be brought before the City Council, Mayor Wood adjourned the meeting at 9:35 p.m. A moment of silence was observed in memory of Bill Holt.

Respectfully submitted,

Jo Mayberry, CMC
City Clerk


D I V I D E R S H E E T


COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council**SUBJECT:** Report of Personnel Transactions

<u>Name</u>	<u>Title</u>	<u>Schedule</u>	<u>Effective Date</u>
1. FULL-TIME EMPLOYEES			
A. Appointments			
None			
B. Changes			
Edianne Rodriguez	Sr. Accountant	31B to	06/21/2015
	Finance Manager	36B	
C. Separations			
Robert Ackerman	Skilled Trades Lead Worker	18A	07/02/2015
2. PART-TIME EMPLOYEES			
A. Appointments			
Thomas Hsu	Water Resources Intern	B	06/23/2015
B. Changes			
Michelle Cervantes	Dash Transportation Driver II	A to	07/05/2015
	Paratransit Vehicle Operator IV	B	
Vincent Dessero	Maintenance Trainee I	B to	07/05/2015
	Maintenance Trainee II	B	
Christopher Greenwood	Maintenance Trainee I	B to	07/05/2015
	Maintenance Trainee II	B	
Phillip Hernandez	Maintenance Services Aide	B to	07/05/2015
	Maintenance Trainee I	B	
Ashley Hoover	Community Services Specialist	B to	06/30/2015
	Water Resources Intern I	B	
Lisa Marks	Dash Transportation Driver II	A to	07/05/2015
	Paratransit Vehicle Operator III	B	
Jonathan Siordia	Dash Transportation Driver II	A to	07/05/2015
	Paratransit Vehicle Operator III	B	
C. Separations			
Amanda Griffin	Community Services Specialist	B	06/24/2015
Keanu Kalolo	Maintenance Trainee II	B	05/15/2015

Lisa Novotny 
 Assistant City Manager

Howard L. Chambers 
 City Manager

D I V I D E R S H E E T

**CITY OF LAKEWOOD
FUND SUMMARY 6/18/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64169 through 64335. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	437,653.28
1015	SPECIAL OLYMPICS	753.59
1020	CABLE TV	2,092.29
1030	CDBG CURRENT YEAR	1,875.00
1050	COMMUNITY FACILITY	17,816.22
1630	USED OIL GRANT	267.62
1710	PROPOSITION "A" RECREATION	1,842.03
3070	PROPOSITION "C"	814.39
5010	GRAPHICS AND COPY CENTER	4,372.36
5020	CENTRAL STORES	1,171.10
5030	FLEET MAINTENANCE	2,322.16
7500	WATER UTILITY FUND	30,715.80
8030	TRUST DEPOSIT	200.00
		<hr/>
		501,895.84

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64169	06/18/2015	61307	A & G SALES - FENCE & SUPPLY	1,228.00	0.00	1,228.00
64170	06/18/2015	4260	SBC GLOBAL SERVICES INC	196.88	0.00	196.88
64171	06/18/2015	4113	SHAKER NERMINE	1,750.00	0.00	1,750.00
64172	06/18/2015	51209	AGUINAGA GREEN INC	799.20	0.00	799.20
64173	06/18/2015	2701	AIRE RITE A/C & REFRIGERATION INC	277.00	0.00	277.00
64174	06/18/2015	60638	ALL AMERICAN ASPHALT	10.00	0.00	10.00
64175	06/18/2015	4684	AMAZON.COM LLC	975.65	0.00	975.65
64176	06/18/2015	58000	AMERICAN TRUCK & TOOL RENTAL INC	304.84	0.00	304.84
64177	06/18/2015	65668	ANICETO, SANDRA	195.00	0.00	195.00
64178	06/18/2015	57770	B & H FOTO & ELECTRONICS CORP	342.00	0.00	342.00
64179	06/18/2015	66012	BARTKUS, KRISTIN	1,661.66	0.00	1,661.66
64180	06/18/2015	64282	BELTRAN, PAOLO	485.78	0.00	485.78
64181	06/18/2015	4800	BISHOP COMPANY	112.45	0.00	112.45
64182	06/18/2015	60304	BSN SPORTS	1,004.17	0.00	1,004.17
64183	06/18/2015	59955	CALIFORNIA ELECTRIC SUPPLY CO	12.77	0.00	12.77
64184	06/18/2015	3864	CBM SERVICES INC	2,020.00	0.00	2,020.00
64185	06/18/2015	7800	CERRITOS CITY	4,862.00	0.00	4,862.00
64186	06/18/2015	51331	CERRITOS POOL SUPPLY	0.99	0.00	0.99
64187	06/18/2015	45894	CINTAS CORPORATION	62.56	0.00	62.56
64188	06/18/2015	53451	COMMUNITY FAMILY GUIDANCE CTR	750.00	0.00	750.00
64189	06/18/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	86.06	0.00	86.06
64190	06/18/2015	4597	CS LEGACY CONSTRUCTION INC	31,242.74	0.00	31,242.74
64191	06/18/2015	4080	CURRY, TOM	1,200.00	0.00	1,200.00
64192	06/18/2015	4641	DAO, THAO	312.00	0.00	312.00
64193	06/18/2015	2548	DAY, KATHY	187.20	0.00	187.20
64194	06/18/2015	4739	DEERE & COMPANY	11,065.46	0.00	11,065.46
64195	06/18/2015	4498	DELTA DENTAL INSURANCE COMPANY	1,545.74	0.00	1,545.74
64196	06/18/2015	56889	DELTA DENTAL OF CALIFORNIA	7,809.90	0.00	7,809.90
64197	06/18/2015	27200	DICKSON R F CO INC	3,410.00	0.00	3,410.00
64198	06/18/2015	53283	EBERHARD EQUIPMENT	275.64	0.00	275.64
64199	06/18/2015	58284	EMAML, CYNTHIA	422.50	0.00	422.50
64200	06/18/2015	4251	PROFIT SYSTEMS INC	1,495.00	0.00	1,495.00
64201	06/18/2015	4606	EXCALIBER ENGINEERING INC	689.00	0.00	689.00
64202	06/18/2015	52316	FEDERAL EXPRESS CORP	25.78	0.00	25.78
64203	06/18/2015	3946	FERGUSON ENTERPRISES INC	15,645.08	0.00	15,645.08
64204	06/18/2015	876	INTERNATIONAL PROMOTIONS INC	5,125.00	0.00	5,125.00
64205	06/18/2015	49562	FITZPATRICK JOHN KELLY	1,800.00	0.00	1,800.00
64206	06/18/2015	63519	FLUE STEAM INC	78.77	0.00	78.77
64207	06/18/2015	64415	FULLER, LAURA	1,240.20	0.00	1,240.20
64208	06/18/2015	65779	GOLDEN STATE WATER COMPANY	9,216.06	0.00	9,216.06
64209	06/18/2015	61769	GRAUTEN, EVELYN R	377.00	0.00	377.00
64210	06/18/2015	65575	HAP'S AUTO PARTS	192.35	0.00	192.35
64211	06/18/2015	35477	HARA M LAWNMOWER CENTER	49.37	0.00	49.37
64212	06/18/2015	65593	HASS, BARBARA	572.00	0.00	572.00

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64213	06/18/2015	59486	HERMAN, LINDA	120.00	0.00	120.00
64214	06/18/2015	9	HERRING, MICHAEL	141.00	0.00	141.00
64215	06/18/2015	49520	HINDERLITER DE LLAMAS & ASSOC	7,935.71	0.00	7,935.71
64216	06/18/2015	42031	HOME DEPOT	2,538.41	0.00	2,538.41
64217	06/18/2015	3959	HORIZON MECHANICAL CONTRACTORS	1,942.00	0.00	1,942.00
64218	06/18/2015	65891	HUMAN SERVICES ASSOCIATION	375.00	0.00	375.00
64219	06/18/2015	4691	HUNTER SECURITY	4,097.00	0.00	4,097.00
64220	06/18/2015	4747	IMPERIAL SPRINKLER SUPPLY, INC.	353.72	0.00	353.72
64221	06/18/2015	4149	INFOSEND INC	6,526.71	0.00	6,526.71
64222	06/18/2015	60043	SCHOEPF DANIEL A	2,395.28	0.00	2,395.28
64223	06/18/2015	40994	JACOBY, CAROL FLYNN	410.35	0.00	410.35
64224	06/18/2015	4622	JHM SUPPLY INC	22.32	0.00	22.32
64225	06/18/2015	2956	KICK IT UP KIDZ, LLC	15.60	0.00	15.60
64226	06/18/2015	4450	KING, JACK	672.00	0.00	672.00
64227	06/18/2015	1916	KULI IMAGE	2,654.06	0.00	2,654.06
64228	06/18/2015	53849	LAKEWOOD ROTARY CLUB	303.00	0.00	303.00
64229	06/18/2015	18550	LAKEWOOD, CITY OF	100.00	0.00	100.00
64230	06/18/2015	18400	LAKEWOOD, CITY WATER DEPT	29,018.23	0.00	29,018.23
64231	06/18/2015	43017	LARSEN, DEBRA	87.80	0.00	87.80
64232	06/18/2015	2409	LIFTECH ELEVATOR SERVICES INC	475.00	0.00	475.00
64233	06/18/2015	59144	LONG BEACH CITY	1,779.07	0.00	1,779.07
64234	06/18/2015	52487	LOS ANGELES CO. REGISTRAR RECORDER	218.39	0.00	218.39
64235	06/18/2015	45069	LOS ANGELES CO/DEPT PW BLDG SVCS	63,440.10	0.00	63,440.10
64236	06/18/2015	58414	MANAGED HEALTH NETWORK	419.90	0.00	419.90
64237	06/18/2015	62080	MARKLEY, ELIZABETH	104.00	0.00	104.00
64238	06/18/2015	22600	MARTIN & CHAPMAN CO	1,367.06	0.00	1,367.06
64239	06/18/2015	4224	MATT-CHLOR INC	3,212.25	0.00	3,212.25
64240	06/18/2015	64241	MAYNOR DONALD H.	1,250.00	0.00	1,250.00
64241	06/18/2015	4625	MERCHANT'S BUILDING MAINTENANCE LLC	12,869.00	0.00	12,869.00
64242	06/18/2015	600	MEZA, ALEJANDRO	141.00	0.00	141.00
64243	06/18/2015	4728	MOCKINGBIRD NURSERIES INC	148.50	0.00	148.50
64244	06/18/2015	64333	MOSES-CALDERA, ISABEL	1,126.45	0.00	1,126.45
64245	06/18/2015	4112	J & R FILM COMPANY INC	601.55	0.00	601.55
64246	06/18/2015	615	MUNI SERVICES LLC	2,628.88	0.00	2,628.88
64247	06/18/2015	4190	NATIONAL UNION FIRE INSURANCE CO	702.85	0.00	702.85
64248	06/18/2015	47554	OFFICE DEPOT BUSINESS SVCS	1,056.97	0.00	1,056.97
64249	06/18/2015	63708	DY-JO CORPORATION	1,375.00	0.00	1,375.00
64250	06/18/2015	65659	PHASE II SYSTEMS INC	4,012.59	0.00	4,012.59
64251	06/18/2015	50512	PATHWAYS VOLUNTEER HOSPICE	750.00	0.00	750.00
64252	06/18/2015	3888	RP AUTOMOTIVE UAG CERRITOS I LLC	51.75	0.00	51.75
64253	06/18/2015	4722	PERMECO INC	26,190.00	0.00	26,190.00
64254	06/18/2015	66116	PETERSEN, LOUISE	191.10	0.00	191.10
64255	06/18/2015	4494	PIERSON, JEREMY L.	369.20	0.00	369.20
64256	06/18/2015	4374	PITNEY BOWES INC	227.88	0.00	227.88

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64257	06/18/2015	15600	LONG BEACH PUBLISHING CO	840.25	0.00	840.25
64258	06/18/2015	4304	PULLMAN. GARY	475.00	0.00	475.00
64259	06/18/2015	42754	CERRITOS FORD INC	173.94	0.00	173.94
64260	06/18/2015	4333	REYES. MICHELLE	182.00	0.00	182.00
64261	06/18/2015	66345	REYES. PHILIP	675.00	0.00	675.00
64262	06/18/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64263	06/18/2015	47285	ROTARY CORP	140.79	0.00	140.79
64264	06/18/2015	4730	SADEGHI. KAMELIA	152.10	0.00	152.10
64265	06/18/2015	62215	SATELLITE SPORTS GROUP. LLC	1,800.00	0.00	1,800.00
64266	06/18/2015	240	SGS TESTCOM	1.08	0.00	1.08
64267	06/18/2015	886	HAUSER JOHN	425.00	0.00	425.00
64268	06/18/2015	26900	SO CALIF SECURITY CENTERS INC	87.43	0.00	87.43
64269	06/18/2015	29400	SOUTHERN CALIFORNIA EDISON CO	64,612.65	0.00	64,612.65
64270	06/18/2015	29500	SOUTHERN CALIFORNIA GAS CO	7,187.27	0.00	7,187.27
64271	06/18/2015	4026	SPASEFF TED C	375.00	0.00	375.00
64272	06/18/2015	49529	SPICERS PAPER INC	1,277.45	11.72	1,265.73
64273	06/18/2015	37930	STANDARD INSURANCE CO UNIT 22	1,930.60	0.00	1,930.60
64274	06/18/2015	37930	STANDARD INSURANCE CO UNIT 22	9,266.07	0.00	9,266.07
64275	06/18/2015	60792	STEPHENS. ERIC	187.20	0.00	187.20
64276	06/18/2015	977	STEVEN ENTERPRISES	422.78	0.00	422.78
64277	06/18/2015	55947	STOVER SEED COMPANY	1,705.86	0.00	1,705.86
64278	06/18/2015	57912	SURI. KAREN	260.00	0.00	260.00
64279	06/18/2015	4046	SYNTHETIC GRASS WAREHOUSE INC	15,276.37	0.00	15,276.37
64280	06/18/2015	2732	TANNEN. MITCH	561.60	0.00	561.60
64281	06/18/2015	38679	WESTERN EXTERMINATOR COMPANY	38.16	0.00	38.16
64282	06/18/2015	4756	TAYLOR TENNIS COURTS. INC.	15,500.00	0.00	15,500.00
64283	06/18/2015	1676	U S TELEPACIFIC CORP	406.68	0.00	406.68
64284	06/18/2015	528	TIME WARNER CABLE	5,362.90	0.00	5,362.90
64285	06/18/2015	65737	U S BANK NATIONAL ASSOCIATION	3,006.88	0.00	3,006.88
64286	06/18/2015	65224	TUMBLE-N-KIDS. INC	487.50	0.00	487.50
64287	06/18/2015	1437	U S BANK NATIONAL ASSOCIATION	28,176.87	0.00	28,176.87
64288	06/18/2015	31800	U S POSTMASTER	164.00	0.00	164.00
64289	06/18/2015	35089	UNDERGROUND SERVICE ALERT	198.00	0.00	198.00
64290	06/18/2015	57135	VISION SERVICE PLAN	4,397.87	0.00	4,397.87
64291	06/18/2015	33200	WALTERS WHOLESALE ELECTRIC CO	361.35	0.00	361.35
64292	06/18/2015	36166	WEGENER. KATHY	1,098.50	0.00	1,098.50
64293	06/18/2015	62628	WELLS C. PIPELINE MATERIALS	734.40	0.00	734.40
64294	06/18/2015	40925	WEST COAST ARBORISTS INC	8,442.10	0.00	8,442.10
64295	06/18/2015	4501	WEST COAST SAND AND GRAVEL. INC.	591.02	0.00	591.02
64296	06/18/2015	37745	WESTERN EXTERMINATOR CO	267.50	0.00	267.50
64297	06/18/2015	50058	WHITE HOUSE FLORIST INC	642.75	0.00	642.75
64298	06/18/2015	35146	WILLDAN ASSOCIATES	4,797.00	0.00	4,797.00
64299	06/18/2015	3699	BLACKMON. CAROL	250.00	0.00	250.00
64300	06/18/2015	3699	BROWN. SANDY	250.00	0.00	250.00

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64301	06/18/2015	3699	CASTRO, JENNIFER	250.00	0.00	250.00
64302	06/18/2015	3699	GILBEAU, LA JAUNA	250.00	0.00	250.00
64303	06/18/2015	3699	GIRL SCOUT TROOP 3433-113	250.00	0.00	250.00
64304	06/18/2015	3699	HARDGRAVES, CLARABELL	250.00	0.00	250.00
64305	06/18/2015	3699	HAWTHORNE, JOSEPH	40.00	0.00	40.00
64306	06/18/2015	3699	HEIDBREDER, H N & L J	81.46	0.00	81.46
64307	06/18/2015	3699	HERNANDEZ, CRISTINA	250.00	0.00	250.00
64308	06/18/2015	3699	JOHNSON, NIKIA	180.00	0.00	180.00
64309	06/18/2015	3699	JORGENSEN, KAREN	250.00	0.00	250.00
64310	06/18/2015	3699	LAKEWOOD HS STUDENT BODY	250.00	0.00	250.00
64311	06/18/2015	3699	LEWIS, BRENDA	250.00	0.00	250.00
64312	06/18/2015	3699	LOPEZ, PHILIP	250.00	0.00	250.00
64313	06/18/2015	3699	LOZANO, JENNY	150.00	0.00	150.00
64314	06/18/2015	3699	MARR, MASAMI	40.00	0.00	40.00
64315	06/18/2015	3699	MITCHELL, DANIELLE	250.00	0.00	250.00
64316	06/18/2015	3699	MORRIS, SHIRLEY	250.00	0.00	250.00
64317	06/18/2015	3699	MUNOZ, JAVIER	250.00	0.00	250.00
64318	06/18/2015	3699	ONITVEROS, ESTHER	250.00	0.00	250.00
64319	06/18/2015	3699	PITTS, LONNI	250.00	0.00	250.00
64320	06/18/2015	3699	OUYNN PHAN PHAM, NGA	100.00	0.00	100.00
64321	06/18/2015	3699	REA, JO ANNIE	250.00	0.00	250.00
64322	06/18/2015	3699	REYES, NICOLE	250.00	0.00	250.00
64323	06/18/2015	3699	ROBERTSON, PAULA	250.00	0.00	250.00
64324	06/18/2015	3699	RUBIO, VILMA	250.00	0.00	250.00
64325	06/18/2015	3699	SALAZAR, BRIANA AND	17.22	0.00	17.22
64326	06/18/2015	3699	SALVADOR, ANN MARIE	250.00	0.00	250.00
64327	06/18/2015	3699	SIEMSEN, RALPH	250.00	0.00	250.00
64328	06/18/2015	3699	SMITH-FORD, TY	250.00	0.00	250.00
64329	06/18/2015	3699	SPAGNER, LAKEITHA	250.00	0.00	250.00
64330	06/18/2015	3699	SUPREME BREAKTHROUGH	622.00	0.00	622.00
64331	06/18/2015	2372	TGIS CATERING SVCS INC	1,620.00	0.00	1,620.00
64332	06/18/2015	4443	O'REILLY AUTOMOTIVE STORES INC	366.30	13.24	353.06
64333	06/18/2015	48210	AIRFLITE INC	4,697.51	0.00	4,697.51
64334	06/18/2015	61282	TRUGREEN LANDCARE GENERAL PRTNERSHP	7,184.28	0.00	7,184.28
64335	06/18/2015	66457	BRENNTAG PACIFIC INC	2,202.63	0.00	2,202.63
Totals:				<u>501,920.80</u>	<u>24.96</u>	<u>501,895.84</u>

**CITY OF LAKEWOOD
FUND SUMMARY 6/25/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64336 through 64470. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	1,243,558.30
1020	CABLE TV	285.00
1050	COMMUNITY FACILITY	502.44
1336	STATE COPS GRANT	14,792.32
3070	PROPOSITION "C"	385.19
5020	CENTRAL STORES	1,412.48
5030	FLEET MAINTENANCE	20,324.35
6020	GEOGRAPHIC INFORMATION SYSTEM	423.33
7500	WATER UTILITY FUND	10,952.93
8030	TRUST DEPOSIT	300.00
		<hr/>
		1,292,936.34

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64336	06/25/2015	1700	ALLIED REFRIGERATION INC	38.91	0.00	38.91
64337	06/25/2015	4684	AMAZON.COM LLC	66.26	0.00	66.26
64338	06/25/2015	58000	AMERICAN TRUCK & TOOL RENTAL INC	170.73	0.00	170.73
64339	06/25/2015	41215	AREND. DALE	156.00	0.00	156.00
64340	06/25/2015	40649	ASSN OF RECORDS MGRS & ADMINISTRTRS	189.00	0.00	189.00
64341	06/25/2015	4721	BELL EVENT SERVICES INC	2,100.00	0.00	2,100.00
64342	06/25/2015	4432	BOTROS. DIANA	837.20	0.00	837.20
64343	06/25/2015	62737	BOYES. GOBIND	174.85	0.00	174.85
64344	06/25/2015	60304	BSN SPORTS	151.95	0.00	151.95
64345	06/25/2015	48469	BURWELL MICHAEL RAY	1,020.00	0.00	1,020.00
64346	06/25/2015	1484	CALDERONE. SAMUEL	225.00	0.00	225.00
64347	06/25/2015	4064	CALIF MUNICIPAL REVENUE &	50.00	0.00	50.00
64348	06/25/2015	307	CALIF. STATE DISBURSEMENT UNIT	316.14	0.00	316.14
64349	06/25/2015	53983	CALIF STATE FRANCHISE TAX BOARD	100.00	0.00	100.00
64350	06/25/2015	59955	CALIFORNIA ELECTRIC SUPPLY CO	179.58	0.00	179.58
64351	06/25/2015	7500	CENTRAL BASIN MUNICIPAL WATER	2,070.00	0.00	2,070.00
64352	06/25/2015	4095	CHOURA EVENTS	8,824.62	0.00	8,824.62
64353	06/25/2015	45894	CINTAS CORPORATION	53.39	0.00	53.39
64354	06/25/2015	3778	COMMERCIAL AQUATIC SERVICES INC	165.88	0.00	165.88
64355	06/25/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	708.99	0.00	708.99
64356	06/25/2015	62407	CRN AM CAR WASH INC.	90.00	0.00	90.00
64357	06/25/2015	4578	PHILLIPS. PEGGY	3,500.00	0.00	3,500.00
64358	06/25/2015	4043	DIAMOND ENVIRONMENTAL SERVICES LP	1,025.40	0.00	1,025.40
64359	06/25/2015	3199	EDCO WASTE SERVICES LLC	374,497.18	0.00	374,497.18
64360	06/25/2015	58284	EMAMI. CYNTHIA	30.40	0.00	30.40
64361	06/25/2015	65184	EZ UP DIRECT.COM LLC	1,667.70	0.00	1,667.70
64362	06/25/2015	65038	FED EX OFFICE & PRINT SVCS INC	826.28	0.00	826.28
64363	06/25/2015	4331	GOODYEAR TIRE & RUBBER COMPANY	433.13	0.00	433.13
64364	06/25/2015	33150	GRAINGER W W INC	66.71	0.00	66.71
64365	06/25/2015	61769	GRAUTEN. EVELYN R	429.00	0.00	429.00
64366	06/25/2015	62491	HANDS ON MAILING &	4,921.54	0.00	4,921.54
64367	06/25/2015	65575	HAP'S AUTO PARTS	108.70	0.00	108.70
64368	06/25/2015	35477	HARA M LAWNMOWER CENTER	54.50	0.00	54.50
64369	06/25/2015	60295	HARMONY ARTISTS. INC	1,200.00	0.00	1,200.00
64370	06/25/2015	49554	HAWK. TRUDY (FAHTIEM)	200.20	0.00	200.20
64371	06/25/2015	42031	HOME DEPOT	660.06	0.00	660.06
64372	06/25/2015	4688	HUNTER. JOHN L & ASSOCIATES	5,030.50	0.00	5,030.50
64373	06/25/2015	36589	IMMEDIATE MEDICAL CARE	395.00	0.00	395.00
64374	06/25/2015	4747	IMPERIAL SPRINKLER SUPPLY. INC.	11,084.06	0.00	11,084.06
64375	06/25/2015	4766	NEILL. SAM	285.00	0.00	285.00
64376	06/25/2015	4423	JOHNSON. THEARD J	250.00	0.00	250.00
64377	06/25/2015	53365	KENNY'S AUTO SERVICE	133.00	0.00	133.00
64378	06/25/2015	4612	KOURY ENGINEERING & TESTING INC	195.00	0.00	195.00
64379	06/25/2015	4754	PE. ARIEL	450.00	0.00	450.00

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64380	06/25/2015	55469	LAKEWOOD CITY EMPLOYEE ASSOCIATION	2,060.00	0.00	2,060.00
64381	06/25/2015	18550	LAKEWOOD. CITY OF	200.00	0.00	200.00
64382	06/25/2015	21600	LOS ANGELES CO SHERIFFS DEPT	775,517.68	0.00	775,517.68
64383	06/25/2015	36844	LA COUNTY DEPT OF PUBLIC WORKS	5,066.33	0.00	5,066.33
64384	06/25/2015	41545	PACIFIC PREMIER RETAIL TRUST	5,158.58	0.00	5,158.58
64385	06/25/2015	63953	MENKE MARKING DEVICES INC	35.67	0.00	35.67
64386	06/25/2015	332	MERRIMAC PETROLEUM INC	16,688.57	0.00	16,688.57
64387	06/25/2015	61672	MUSCULAR DYSTROPHY ASSOC INC	20.00	0.00	20.00
64388	06/25/2015	3725	OAKDEN DOOR & GLASS	180.00	0.00	180.00
64389	06/25/2015	34536	OCOBOC. DEBRA	282.75	0.00	282.75
64390	06/25/2015	47554	OFFICE DEPOT BUSINESS SVCS	1,045.63	0.00	1,045.63
64391	06/25/2015	459	PACIFIC TRUCK EQUIPMENT. INC.	1,588.13	0.00	1,588.13
64392	06/25/2015	51171	PERS LONG TERM CARE PROGRAM	268.65	0.00	268.65
64393	06/25/2015	1615	PFM ASSET MANAGEMENT LLC	3,066.83	0.00	3,066.83
64394	06/25/2015	4321	POWERTECH ENGINES INC	362.60	0.00	362.60
64395	06/25/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64396	06/25/2015	60614	RODRIGUEZ. ARMANDO	136.18	0.00	136.18
64397	06/25/2015	45437	S & J SUPPLY CO	2,285.80	0.00	2,285.80
64398	06/25/2015	56957	SALCO GROWERS INC	134.89	0.00	134.89
64399	06/25/2015	4468	SHERRARD. DONNA HOUSTON	313.30	0.00	313.30
64400	06/25/2015	28600	SIMS WELDING SUPPLY CO INC	43.25	0.00	43.25
64401	06/25/2015	64790	SKOLNIK STEVEN N	16,777.87	0.00	16,777.87
64402	06/25/2015	52279	SMART & FINAL INC	1,030.54	0.00	1,030.54
64403	06/25/2015	26900	SO CALIF SECURITY CENTERS INC	88.09	0.00	88.09
64404	06/25/2015	61543	COMPUTER & PERIPHERALS GROUP	723.33	0.00	723.33
64405	06/25/2015	4177	SOUTHERN CALIF ACADEMY OF MUSIC	520.00	0.00	520.00
64406	06/25/2015	29500	SOUTHERN CALIFORNIA GAS CO	30.69	0.00	30.69
64407	06/25/2015	38679	WESTERN EXTERMINATOR COMPANY	670.83	0.00	670.83
64408	06/25/2015	4075	KKOZ OHANA VENTURES LLC	2,191.99	0.00	2,191.99
64409	06/25/2015	4364	THE RINKS-LAKEWOOD ICE	53.30	0.00	53.30
64410	06/25/2015	3110	TORRES LOPEZ JAVIER	82.50	0.00	82.50
64411	06/25/2015	65224	TUMBLE-N-KIDS. INC	1,722.50	0.00	1,722.50
64412	06/25/2015	60685	TURF STAR	117.53	0.00	117.53
64413	06/25/2015	4216	U.S. DEPARTMENT OF HUD	125.00	0.00	125.00
64414	06/25/2015	3906	UNDERGROUND VAULTS & STORAGE	200.00	0.00	200.00
64415	06/25/2015	53760	UNITED WAY- GREATER LOS ANGELES	45.00	0.00	45.00
64416	06/25/2015	60430	VERIZON CALIFORNIA INC	79.99	0.00	79.99
64417	06/25/2015	17640	WAXIE ENTERPRISES INC	1,286.17	0.00	1,286.17
64418	06/25/2015	41559	WEIGHT WATCHERS	143.84	0.00	143.84
64419	06/25/2015	40925	WEST COAST ARBORISTS INC	14,595.00	0.00	14,595.00
64420	06/25/2015	4257	WOLF SEEBERG VIDEO LLC	350.00	0.00	350.00
64421	06/25/2015	3699	ADAMS. GLENN	250.00	0.00	250.00
64422	06/25/2015	3699	AVENDANO. NIMFA	250.00	0.00	250.00
64423	06/25/2015	3699	CABRERAL. R & B	114.22	0.00	114.22

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64424	06/25/2015	3699	CARTER, DANIELLE	250.00	0.00	250.00
64425	06/25/2015	3699	CLEVELAND ELEMENTARY SCHOOL	250.00	0.00	250.00
64426	06/25/2015	3699	COYOCA, JANET	250.00	0.00	250.00
64427	06/25/2015	3699	DIAZ-INIGUEZ, SILVIA	100.00	0.00	100.00
64428	06/25/2015	3699	DUGGAN, JANE	60.00	0.00	60.00
64429	06/25/2015	3699	EKRAM, MOHAMMED T	100.00	0.00	100.00
64430	06/25/2015	3699	FARFAM, MYRA	15.00	0.00	15.00
64431	06/25/2015	3699	GODFREY, LEO	250.00	0.00	250.00
64432	06/25/2015	3699	GOMEZ, COREY	40.00	0.00	40.00
64433	06/25/2015	3699	HENRY, KIRSTEN L & JOHN W	157.19	0.00	157.19
64434	06/25/2015	3699	HIRDLER, JASON	21.00	0.00	21.00
64435	06/25/2015	3699	IDSO, ROBIN	62.00	0.00	62.00
64436	06/25/2015	3699	JACILDO, DORA	250.00	0.00	250.00
64437	06/25/2015	3699	KHMER ALUMNI ASSOCIATION	250.00	0.00	250.00
64438	06/25/2015	3699	KIELB, JANET	250.00	0.00	250.00
64439	06/25/2015	3699	KING, SHARRONDA	15.00	0.00	15.00
64440	06/25/2015	3699	KISS, DENISE	15.00	0.00	15.00
64441	06/25/2015	3699	KONG, ELOISA	170.00	0.00	170.00
64442	06/25/2015	3699	LAI, BENSON	50.00	0.00	50.00
64443	06/25/2015	3699	LONGVILLE, JENNIFER	100.00	0.00	100.00
64444	06/25/2015	3699	MACHADO, CARMEN	50.00	0.00	50.00
64445	06/25/2015	3699	MALOLES, CYNTHIA	250.00	0.00	250.00
64446	06/25/2015	3699	MANDLIN, CY	60.00	0.00	60.00
64447	06/25/2015	3699	MC CARTY, AIMEE	21.00	0.00	21.00
64448	06/25/2015	3699	MC CUTCHEON, OKANA	250.00	0.00	250.00
64449	06/25/2015	3699	MC LEOD, STERRIE	250.00	0.00	250.00
64450	06/25/2015	3699	NGUYEN, CORBY	54.08	0.00	54.08
64451	06/25/2015	3699	PERALES, BROOKE	100.00	0.00	100.00
64452	06/25/2015	3699	OUAN, ARMANDO	33.00	0.00	33.00
64453	06/25/2015	3699	RASHEED, JULIA	55.00	0.00	55.00
64454	06/25/2015	3699	ROSALES, KRYSTLE	250.00	0.00	250.00
64455	06/25/2015	3699	SAN LUCAS, LINA	25.00	0.00	25.00
64456	06/25/2015	3699	SIMMONS, DEBRA	50.00	0.00	50.00
64457	06/25/2015	3699	SPARKS, JR., DONALD	500.00	0.00	500.00
64458	06/25/2015	3699	STEEL, MICHAEL	250.00	0.00	250.00
64459	06/25/2015	3699	TORRES, JAIME	250.00	0.00	250.00
64460	06/25/2015	3699	TREVILLA, SABRA	250.00	0.00	250.00
64461	06/25/2015	3699	TRINH, DD & HM	35.00	0.00	35.00
64462	06/25/2015	3699	TUI, SOFARA	250.00	0.00	250.00
64463	06/25/2015	3699	WALTERS, CATHERINE	50.00	0.00	50.00
64464	06/25/2015	3699	WELLS, HARVEY	25.00	0.00	25.00
64465	06/25/2015	3699	YNOSTROSA, CHRISTINA Y	110.94	0.00	110.94
64466	06/25/2015	3699	YU, SOO HEANG & FU SHYONG	63.08	0.00	63.08
64467	06/25/2015	2372	TGIS CATERING SVCS INC	3,168.94	0.00	3,168.94

**CITY OF LAKEWOOD
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64468	06/25/2015	4443	O'REILLY AUTOMOTIVE STORES INC	236.63	4.33	232.30
64469	06/25/2015	47854	TRUESDAIL LABORATORIES INC	170.00	0.00	170.00
64470	06/25/2015	60195	CR TRANSFER INC	2,042.72	0.00	2,042.72
Totals:				<u>1,292,940.67</u>	<u>4.33</u>	<u>1,292,936.34</u>

**CITY OF LAKEWOOD
FUND SUMMARY 7/2/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64471 through 64623. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	778,785.77
1020	CABLE TV	6,854.00
1050	COMMUNITY FACILITY	2,158.18
1630	USED OIL GRANT	12,178.71
3001	CAPITAL IMPROV PROJECT FUND	24,247.50
3060	PROPOSITION "A"	5,274.51
3070	PROPOSITION "C"	31.23
5010	GRAPHICS AND COPY CENTER	2,608.01
5020	CENTRAL STORES	1,615.90
5030	FLEET MAINTENANCE	5,652.91
7500	WATER UTILITY FUND	174,888.39
8020	LOCAL REHAB LOAN	4,659.33
8030	TRUST DEPOSIT	10,074.05
		<hr/>
		1,029,028.49

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

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CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64471	07/02/2015	61307	A & G SALES - FENCE & SUPPLY	466.24	0.00	466.24
64472	07/02/2015	2701	AIRE RITE A/C & REFRIGERATION INC	341.00	0.00	341.00
64473	07/02/2015	4765	ALAN'S LAWN AND GARDEN CENTER. INC.	1,045.58	0.00	1,045.58
64474	07/02/2015	4768	ALL SOURCE EQUIPMENT	4,360.00	0.00	4,360.00
64475	07/02/2015	58000	AMERICAN TRUCK & TOOL RENTAL INC	181.63	0.00	181.63
64476	07/02/2015	65668	ANICETO. SANDRA	676.00	0.00	676.00
64477	07/02/2015	4465	ATALLA. IBRAHIM	182.00	0.00	182.00
64478	07/02/2015	64282	BELTRAN. PAOLO	104.78	0.00	104.78
64479	07/02/2015	4762	BIESK. AUDREY	150.00	0.00	150.00
64480	07/02/2015	1935	BREA. CITY OF	33,838.10	0.00	33,838.10
64481	07/02/2015	48469	BURWELL MICHAEL RAY	475.00	0.00	475.00
64482	07/02/2015	4700	CALIFORNIA DEPT OF WATER RESOURCES	8,700.00	0.00	8,700.00
64483	07/02/2015	6600	CALIFORNIA STATE DEPT OF JUSTICE	7,011.00	0.00	7,011.00
64484	07/02/2015	4270	CARROLL MEGAN J	850.00	0.00	850.00
64485			VOID			
64486	07/02/2015	59274	CERTIFIED PLANT GROWERS INC	51.23	0.00	51.23
64487	07/02/2015	45894	CINTAS CORPORATION	66.89	0.00	66.89
64488	07/02/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	832.79	0.00	832.79
64489	07/02/2015	27200	DICKSON R F CO INC	40,764.22	0.00	40,764.22
64490	07/02/2015	43597	DIVE/CORR INC	20,350.00	0.00	20,350.00
64491	07/02/2015	4411	EPOWER NETWORK INC	604.80	0.00	604.80
64492	07/02/2015	876	INTERNATIONAL PROMOTIONS INC	700.00	0.00	700.00
64493	07/02/2015	4092	FINELINE ELECTRIC & CABLING INC	2,588.00	0.00	2,588.00
64494	07/02/2015	3769	FIREWORKS & STAGE FX AMERICA	6,500.00	0.00	6,500.00
64495	07/02/2015	4289	FRAZIER. ROBERT C	175.50	0.00	175.50
64496	07/02/2015	3934	FREEMAN. MARK	586.14	0.00	586.14
64497	07/02/2015	64415	FULLER. LAURA	438.75	0.00	438.75
64498	07/02/2015	3188	GALLS LLC/OUARMASTER LLC	298.67	0.00	298.67
64499	07/02/2015	65779	GOLDEN STATE WATER COMPANY	1,828.55	0.00	1,828.55
64500	07/02/2015	1566	GORNE. JONATHAN	257.15	0.00	257.15
64501	07/02/2015	33150	GRAINGER W W INC	163.45	0.00	163.45
64502	07/02/2015	14000	GRAYBAR ELECTRIC CO	51.36	0.00	51.36
64503	07/02/2015	3346	HAMMER. JASON	90.00	0.00	90.00
64504	07/02/2015	35477	HARA M LAWNMOWER CENTER	182.32	0.00	182.32
64505	07/02/2015	42031	HOME DEPOT	1,115.77	0.00	1,115.77
64506	07/02/2015	3959	HORIZON MECHANICAL CONTRACTORS	46,594.35	0.00	46,594.35
64507	07/02/2015	3807	HAZARDOUS WASTE TRANSPORTATION	6,424.06	0.00	6,424.06
64508	07/02/2015	60043	SCHOEPP DANIEL A	2,485.20	0.00	2,485.20
64509	07/02/2015	4766	NEILL. SAM	594.00	0.00	594.00
64510	07/02/2015	4622	JHM SUPPLY INC	242.47	0.00	242.47
64511	07/02/2015	4180	JONES RICHARD D. A PROF LAW CORP	5,007.50	0.00	5,007.50
64512	07/02/2015	59044	MICHAEL LEW	4,079.17	0.00	4,079.17
64513	07/02/2015	53365	KENNY'S AUTO SERVICE	239.00	0.00	239.00
64514	07/02/2015	2956	KICK IT UP KIDZ. LLC	1,387.75	0.00	1,387.75

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64515	07/02/2015	4668	SALES. KEVIN DBA	835.99	0.00	835.99
64516	07/02/2015	64510	KRAUSE. DIANN	215.77	0.00	215.77
64517	07/02/2015	18550	LAKEWOOD. CITY OF	200.00	0.00	200.00
64518	07/02/2015	18400	LAKEWOOD. CITY WATER DEPT	42,092.54	0.00	42,092.54
64519	07/02/2015	43017	LARSEN. DEBRA	732.32	0.00	732.32
64520	07/02/2015	44733	LIEBERT CASSIDY WHITMORE	26,356.45	0.00	26,356.45
64521	07/02/2015	3491	TRUCK LIGHTHOUSE THE	3,168.63	58.14	3,110.49
64522	07/02/2015	20300	LONG BEACH CITY GAS & WATER DEPT	76.26	0.00	76.26
64523	07/02/2015	36844	LA COUNTY DEPT OF PUBLIC WORKS	338.06	0.00	338.06
64524	07/02/2015	4482	MALTY INTERNATIONAL GROUP INC	115.67	0.00	115.67
64525	07/02/2015	64241	MAYNOR. DONALD H.	1,250.00	0.00	1,250.00
64526	07/02/2015	47554	OFFICE DEPOT BUSINESS SVCS	507.58	0.00	507.58
64527	07/02/2015	4367	OROZCO'S AUTO SERVICE INC	454.90	0.00	454.90
64528	07/02/2015	4133	OWENS. TIM	1,200.00	0.00	1,200.00
64529	07/02/2015	450	PACIFIC EH & S SERVICES INC	1,728.00	0.00	1,728.00
64530	07/02/2015	4769	PIERCY. MAKENA	397.78	0.00	397.78
64531	07/02/2015	39640	RAYVERN LIGHTING SUPPLY CO INC	198.61	0.00	198.61
64532	07/02/2015	42754	CERRITOS FORD INC	39.90	0.00	39.90
64533	07/02/2015	63364	REEVES NORM HONDA	110.61	0.00	110.61
64534	07/02/2015	926	RICOH AMERICAS CORPORATION	1,034.68	0.00	1,034.68
64535	07/02/2015	47359	SIERRA DISPLAY INC	7,775.81	0.00	7,775.81
64536	07/02/2015	52279	SMART & FINAL INC	2,169.23	0.00	2,169.23
64537	07/02/2015	26900	SO CALIF SECURITY CENTERS INC	45.80	0.00	45.80
64538	07/02/2015	29400	SOUTHERN CALIFORNIA EDISON CO	35,111.14	0.00	35,111.14
64539	07/02/2015	49529	SPICERS PAPER INC	1,587.90	14.57	1,573.33
64540	07/02/2015	4581	STEIN. ANDREW T	1,274.86	0.00	1,274.86
64541	07/02/2015	55947	STOVER SEED COMPANY	2,419.80	0.00	2,419.80
64542	07/02/2015	60359	CNS INDUSTRIES INC	710.44	0.00	710.44
64543	07/02/2015	38679	WESTERN EXTERMINATOR COMPANY	1,865.48	0.00	1,865.48
64544	07/02/2015	59212	TETRA TECH INC	30,439.00	0.00	30,439.00
64545	07/02/2015	4364	THE RINKS-LAKEWOOD ICE	53.30	0.00	53.30
64546	07/02/2015	60685	TURF STAR	237.89	0.00	237.89
64547	07/02/2015	59074	UNITED RENTALS NORTHEAST INC	779.35	0.00	779.35
64548	07/02/2015	61019	CHRISTMAN WILLIAM B	175.00	0.00	175.00
64549	07/02/2015	33350	WATER WELL SUPPLY	72,164.09	0.00	72,164.09
64550	07/02/2015	17640	WAXIE ENTERPRISES INC	1,478.19	0.00	1,478.19
64551	07/02/2015	62628	WELLS C. PIPELINE MATERIALS	4,027.68	0.00	4,027.68
64552	07/02/2015	4759	CALIFORNIA ROCK PRODUCTS. INC.	924.88	0.00	924.88
64553	07/02/2015	35146	WILLDAN ASSOCIATES	26,253.75	0.00	26,253.75
64554	07/02/2015	3837	WORTHINGTON FORD	205.54	0.00	205.54
64555	07/02/2015	3699	FAJARDO. C	107.67	0.00	107.67
64556	07/02/2015	3699	MORALES. RONALD & SUSAN	127.32	0.00	127.32
64557	07/02/2015	3876	ALCANTAR. GILBERT	225.00	0.00	225.00
64558	07/02/2015	860	ALLIANT INSURANCE SERVICES	5,040.00	0.00	5,040.00

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64559	07/02/2015	860	ALLIANT INSURANCE SERVICES	10,664.00	0.00	10,664.00
64560	07/02/2015	38532	AREA E CIVIL DEFENSE &	4,061.00	0.00	4,061.00
64561	07/02/2015	61428	C A P R C B M	225.00	0.00	225.00
64562	07/02/2015	57079	CALIF JOINT POWERS INS AUTHORITY	387,766.00	0.00	387,766.00
64563	07/02/2015	2997	CARDINAL TRACKING INC	9,031.35	0.00	9,031.35
64564	07/02/2015	56384	CALIF MUNICIPAL TREASURERS ASSOC	155.00	0.00	155.00
64565	07/02/2015	4421	COLLEY. ALBERT DEAN	1,300.00	0.00	1,300.00
64566	07/02/2015	4498	DELTA DENTAL INSURANCE COMPANY	1,545.74	0.00	1,545.74
64567	07/02/2015	56889	DELTA DENTAL OF CALIFORNIA	7,662.06	0.00	7,662.06
64568	07/02/2015	51229	DEPT OF MOTOR VEHICLES	220.25	0.00	220.25
64569	07/02/2015	3213	DIRECTV INC	608.10	0.00	608.10
64570	07/02/2015	4734	DOSSIER SYSTEMS. INC.	3,166.67	0.00	3,166.67
64571	07/02/2015	60826	ECS IMAGING INC	10,042.00	0.00	10,042.00
64572	07/02/2015	3840	GOVERNMENTJOBS.COM INC	4,200.00	0.00	4,200.00
64573	07/02/2015	65835	GRANICUS INC	4,116.00	0.00	4,116.00
64574	07/02/2015	18300	LAKEWOOD CHAMBER OF COMMERCE	1,833.33	0.00	1,833.33
64575	07/02/2015	19450	LEAGUE OF CALIFORNIA CITIES	1,349.25	0.00	1,349.25
64576	07/02/2015	41545	PACIFIC PREMIER RETAIL TRUST	5,158.58	0.00	5,158.58
64577	07/02/2015	58414	MANAGED HEALTH NETWORK	419.90	0.00	419.90
64578	07/02/2015	4190	NATIONAL UNION FIRE INSURANCE CO	731.35	0.00	731.35
64579	07/02/2015	63710	PIXELPUSHERS INC	9,720.00	0.00	9,720.00
64580	07/02/2015	4753	RAMIREZ. EDUARDO	150.00	0.00	150.00
64581	07/02/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64582	07/02/2015	29300	S C A G	7,553.00	0.00	7,553.00
64583	07/02/2015	3991	SEGERSTROM CENTER FOR THE ARTS	535.00	0.00	535.00
64584	07/02/2015	37930	STANDARD INSURANCE CO UNIT 22	9,494.49	0.00	9,494.49
64585	07/02/2015	59852	OAKSTONE PUBLISHING LLC	1,262.00	0.00	1,262.00
64586	07/02/2015	66245	TYLER TECHNOLOGIES MUNIS DIVISION	24,251.89	0.00	24,251.89
64587	07/02/2015	54727	UNIVERSAL STUDIOS LLLP	7,420.00	0.00	7,420.00
64588	07/02/2015	57135	VISION SERVICE PLAN	4,433.13	0.00	4,433.13
64589	07/02/2015	4447	SAN BERNARDINO CO HUMAN RESOURCES	1,700.00	0.00	1,700.00
64590	07/02/2015	3699	BLACKBURN. LATWAN	250.00	0.00	250.00
64591	07/02/2015	3699	CHAVEZ. MARIA	250.00	0.00	250.00
64592	07/02/2015	3699	CHAVEZ. NORMA	145.00	0.00	145.00
64593	07/02/2015	3699	CHING. SHERRY	250.00	0.00	250.00
64594	07/02/2015	3699	CHURCH OF JESUS CHRIST OF LDS	250.00	0.00	250.00
64595	07/02/2015	3699	CUADROS. DEBRA	28.00	0.00	28.00
64596	07/02/2015	3699	CUB SCOUT PACK #134	250.00	0.00	250.00
64597	07/02/2015	3699	DANIEL. LORI	250.00	0.00	250.00
64598	07/02/2015	3699	DEAN. BRIAN	145.00	0.00	145.00
64599	07/02/2015	3699	DELEHANT. SHARON	45.00	0.00	45.00
64600	07/02/2015	3699	FORRESTER. DEBORAH	250.00	0.00	250.00
64601	07/02/2015	3699	GARCIA. LORENA	250.00	0.00	250.00
64602	07/02/2015	3699	GREATER LONG BEACH CHURCH-LAICC	250.00	0.00	250.00

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64603	07/02/2015	3699	HOLMES. AUDREY	240.00	0.00	240.00
64604	07/02/2015	3699	IVERSON. CARLA	164.00	0.00	164.00
64605	07/02/2015	3699	KING. ILEANA	250.00	0.00	250.00
64606	07/02/2015	3699	KULPER. HELEN	40.00	0.00	40.00
64607	07/02/2015	3699	LAWSON. GARY	250.00	0.00	250.00
64608	07/02/2015	3699	LOPEZ. CLAUDIA	250.00	0.00	250.00
64609	07/02/2015	3699	MORGAN. CAROL S	45.00	0.00	45.00
64610	07/02/2015	3699	NIPALES. ANNA KATRINA	80.00	0.00	80.00
64611	07/02/2015	3699	PADILLA. GRISELDA	60.00	0.00	60.00
64612	07/02/2015	3699	PADILLA. JOHN	250.00	0.00	250.00
64613	07/02/2015	3699	PAWNESHING. SHERRY	15.00	0.00	15.00
64614	07/02/2015	3699	SCULL. GHADA	250.00	0.00	250.00
64615	07/02/2015	3699	VASQUEZ. BRINIHILDA	250.00	0.00	250.00
64616	07/02/2015	3699	VAUGHN. JENNIFER	255.00	0.00	255.00
64617	07/02/2015	3699	WILLIAMS. ELVIA	100.00	0.00	100.00
64618	07/02/2015	3699	YACUTA. CRISTINA	166.00	0.00	166.00
64619	07/02/2015	2279	AMERICAN PACIFIC PRINTERS COLLEGES	12,323.65	0.00	12,323.65
64620	07/02/2015	4443	O'REILLY AUTOMOTIVE STORES INC	365.22	6.70	358.52
64621	07/02/2015	47854	TRUESDAIL LABORATORIES INC	1,670.00	0.00	1,670.00
64622	07/02/2015	66457	BRENNTAG PACIFIC INC	4,303.32	0.00	4,303.32
64623	07/02/2015	4772	CASABIAN. MYRA AND	4,659.33	0.00	4,659.33
Totals:				<u>1,029,107.90</u>	<u>79.41</u>	<u>1,029,028.49</u>

**CITY OF LAKEWOOD
FUND SUMMARY 7/9/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64624 through 64743. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	123,080.54
1020	CABLE TV	17,704.74
1030	CDBG CURRENT YEAR	3,749.13
1050	COMMUNITY FACILITY	2,506.61
1070	RETIREE MEDICAL	54.08
1630	USED OIL GRANT	62.12
3000	AIR QUALITY IMPROVEMENT	6,427.00
3060	PROPOSITION "A"	14,718.00
3070	PROPOSITION "C"	5,613.80
5010	GRAPHICS AND COPY CENTER	295.33
5020	CENTRAL STORES	485.84
5030	FLEET MAINTENANCE	4,624.24
7500	WATER UTILITY FUND	384,430.45
8020	LOCAL REHAB LOAN	2,950.00
8030	TRUST DEPOSIT	7,500.00
		<hr/>
		574,201.88

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64624	07/09/2015	61142	ADAMS-HILLERY SHARRON	2,658.88	0.00	2,658.88
64625	07/09/2015	2440	ALLIED 100 GROUP. INC	846.00	0.00	846.00
64626	07/09/2015	4208	AIRGAS INC	169.78	0.00	169.78
64627	07/09/2015	57770	B & H FOTO & ELECTRONICS CORP	17,289.00	0.00	17,289.00
64628	07/09/2015	443	B&M LAWN AND GARDEN INC	30.13	0.00	30.13
64629	07/09/2015	4604	BARNETT. KEVIN	292.50	0.00	292.50
64630	07/09/2015	4721	BELL EVENT SERVICES INC	500.00	0.00	500.00
64631	07/09/2015	48108	BERG. APRIL	1,680.00	0.00	1,680.00
64632	07/09/2015	59748	BIG STUDIO INC	1,511.91	0.00	1,511.91
64633	07/09/2015	53983	CALIF STATE FRANCHISE TAX BOARD	150.00	0.00	150.00
64634	07/09/2015	62164	CARD INTEGRATORS CORP	24.30	0.00	24.30
64635	07/09/2015	4773	CASABIAN. MYRA AND	2,950.00	0.00	2,950.00
64636	07/09/2015	56023	COMMERCIAL LANDSCAPE SUPPLY	133.11	0.00	133.11
64637	07/09/2015	4546	COMMERCIAL TRANSPORTATION SERVICES	5,613.80	0.00	5,613.80
64638	07/09/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	278.95	0.00	278.95
64639	07/09/2015	42699	CROFT. STEVE	424.36	0.00	424.36
64640	07/09/2015	57602	DATA OUIK INFORMATION SYSTEMS INC	130.50	0.00	130.50
64641	07/09/2015	4043	DIAMOND ENVIRONMENTAL SERVICES LP	4,913.80	0.00	4,913.80
64642	07/09/2015	4289	FRAZIER. ROBERT C	275.60	0.00	275.60
64643	07/09/2015	64305	BRIDGESTONE AMERICAS INC	103.30	0.00	103.30
64644	07/09/2015	13030	ACCO BRANDS USA LLC	240.19	0.00	240.19
64645	07/09/2015	62491	HANDS ON MAILING &	325.00	0.00	325.00
64646	07/09/2015	65575	HAP'S AUTO PARTS	8.97	0.00	8.97
64647	07/09/2015	35477	HARA M LAWNMOWER CENTER	2,129.21	0.00	2,129.21
64648	07/09/2015	42031	HOME DEPOT	57.14	0.00	57.14
64649	07/09/2015	41897	HOSE-MAN THE	4.83	0.00	4.83
64650	07/09/2015	53311	LAKEWOOD MEALS ON WHEELS	875.00	0.00	875.00
64651	07/09/2015	59671	WOODWARDS MICHAEL	1,047.20	0.00	1,047.20
64652	07/09/2015	18400	LAKEWOOD. CITY WATER DEPT	25,893.83	0.00	25,893.83
64653	07/09/2015	19710	LINCOLN EQUIPMENT INC	1,440.76	0.00	1,440.76
64654	07/09/2015	36844	LA COUNTY DEPT OF PUBLIC WORKS	10,852.67	0.00	10,852.67
64655	07/09/2015	36844	LA COUNTY DEPT OF PUBLIC WORKS	7,500.00	0.00	7,500.00
64656	07/09/2015	4770	MANCE. MIKE J.	1,474.28	0.00	1,474.28
64657	07/09/2015	60839	MARKOPULOS. CYNTHIA	178.75	0.00	178.75
64658	07/09/2015	47554	OFFICE DEPOT BUSINESS SVCS	519.83	0.00	519.83
64659	07/09/2015	3940	ORANGE COUNTY TANK TESTING INC	527.51	0.00	527.51
64660	07/09/2015	450	PACIFIC EH & S SERVICES INC	1,728.00	0.00	1,728.00
64661	07/09/2015	2174	PETTY CASH/LOVENEL REVELDEZ OR	1,602.99	0.00	1,602.99
64662	07/09/2015	64630	RHODES JOE MAINTENANCE SERV INC	1,761.52	0.00	1,761.52
64663	07/09/2015	57980	RIVARD T.A. INC.	381,332.85	0.00	381,332.85
64664	07/09/2015	56359	S Y NURSERY	39.68	0.00	39.68
64665	07/09/2015	65297	S.T.E.A.M.	14,121.91	0.00	14,121.91
64666	07/09/2015	4309	SAFESHRED	25.00	0.00	25.00
64667	07/09/2015	1841	SAFETY DRIVER'S ED. LLC	29.25	0.00	29.25

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64668	07/09/2015	418	SAFETYLINE INC	37.11	0.00	37.11
64669	07/09/2015	39268	SHARRARD. RICHARD	73.60	0.00	73.60
64670	07/09/2015	3186	CORAL BAY HOME LOANS	533.00	0.00	533.00
64671	07/09/2015	52279	SMART & FINAL INC	925.35	0.00	925.35
64672	07/09/2015	26900	SO CALIF SECURITY CENTERS INC	20.99	0.00	20.99
64673	07/09/2015	29400	SOUTHERN CALIFORNIA EDISON CO	1,208.13	0.00	1,208.13
64674	07/09/2015	59693	SPRINT SPECTRUM LP	3,128.06	0.00	3,128.06
64675	07/09/2015	64602	STAPLES CONTRACT & COMMERCIAL INC	427.44	0.00	427.44
64676	07/09/2015	4581	STEIN. ANDREW T	1,260.18	0.00	1,260.18
64677	07/09/2015	53927	SUNNY HILLS ASSOCIATES	2,000.00	0.00	2,000.00
64678	07/09/2015	38679	WESTERN EXTERMINATOR COMPANY	1,529.70	0.00	1,529.70
64679	07/09/2015	59074	UNITED RENTALS NORTHEAST INC	779.35	0.00	779.35
64680	07/09/2015	519	UNIVAR USA	2,765.60	0.00	2,765.60
64681	07/09/2015	4774	WOPSCHALL. JEREMIAH	267.95	0.00	267.95
64682	07/09/2015	3699	GUSTAVSON ASSOCIATES. LLC	3,496.20	0.00	3,496.20
64683	07/09/2015	3699	BULLOCK. RYAN	85.00	0.00	85.00
64684	07/09/2015	3699	CHAN. THY	250.00	0.00	250.00
64685	07/09/2015	3699	CHEN. AN-CHEN	165.00	0.00	165.00
64686	07/09/2015	3699	CHOOMNGERN. LESLIE	250.00	0.00	250.00
64687	07/09/2015	3699	CLARK. BRIDGET	250.00	0.00	250.00
64688	07/09/2015	3699	COOPER. ELSA	50.00	0.00	50.00
64689	07/09/2015	3699	DUARTE. MOMIOUE	84.00	0.00	84.00
64690	07/09/2015	3699	EVANGELISTA. TEDDY	100.00	0.00	100.00
64691	07/09/2015	3699	GATES. MELISSA	21.00	0.00	21.00
64692	07/09/2015	3699	GENERAKOS. AMIE	88.00	0.00	88.00
64693	07/09/2015	3699	GUIZAR. LONGINOS	250.00	0.00	250.00
64694	07/09/2015	3699	HONG. TIM	62.00	0.00	62.00
64695	07/09/2015	443	B&M LAWN AND GARDEN INC	140.52	0.00	140.52
64696	07/09/2015	307	CALIF. STATE DISBURSEMENT UNIT	348.44	0.00	348.44
64697	07/09/2015	53983	CALIF STATE FRANCHISE TAX BOARD	744.69	0.00	744.69
64698	07/09/2015	6300	CALIFORNIA CONTRACT CITIES ASN	4,847.00	0.00	4,847.00
64699	07/09/2015	45894	CINTAS CORPORATION	53.39	0.00	53.39
64700	07/09/2015	4442	DANIEL'S TIRE SERVICE INC	1,313.15	0.00	1,313.15
64701	07/09/2015	3965	ST BERNARD SOFTWARE	2,510.12	0.00	2,510.12
64702	07/09/2015	58692	GATEWAY CITIES COUNCIL OF GOV'TS	23,000.00	0.00	23,000.00
64703	07/09/2015	52540	GONSALVES JOE A & SON	4,437.00	0.00	4,437.00
64704	07/09/2015	50740	INTERNAL REVENUE SERVICE	54.08	0.00	54.08
64705	07/09/2015	44733	LIEBERT CASSIDY WHITMORE	3,615.00	0.00	3,615.00
64706	07/09/2015	3961	MALIKSI. MENESES	193.14	0.00	193.14
64707	07/09/2015	3687	MOM'S CLUB OF LAKEWOOD	250.00	0.00	250.00
64708	07/09/2015	51171	PERS LONG TERM CARE PROGRAM	268.65	0.00	268.65
64709	07/09/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64710	07/09/2015	4761	SANCHEZ. EUGENE	320.00	0.00	320.00
64711	07/09/2015	2089	SANTANA. EDGAR I	150.00	0.00	150.00

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64712	07/09/2015	4246	WHENEVER COMMUNICATIONS LLC	937.02	0.00	937.02
64713	07/09/2015	52279	SMART & FINAL INC	22.29	0.00	22.29
64714	07/09/2015	4201	AUDIO MESSAGING SOLUTIONS LLC	217.35	0.00	217.35
64715	07/09/2015	4775	SPERLING. MARVIN	1,500.00	0.00	1,500.00
64716	07/09/2015	60685	TURF STAR	635.41	0.00	635.41
64717	07/09/2015	4216	U.S. DEPARTMENT OF HUD	125.00	0.00	125.00
64718	07/09/2015	53992	WEINGART-LAKEWOOD YMCA	2,500.00	0.00	2,500.00
64719	07/09/2015	3699	JOHNSON. SHEDONNA	250.00	0.00	250.00
64720	07/09/2015	3699	KEOGH. KRISTA	21.00	0.00	21.00
64721	07/09/2015	3699	KISER-SPARKS. TAMARA	50.00	0.00	50.00
64722	07/09/2015	3699	LE. KEITH & CHAN. YAN	120.77	0.00	120.77
64723	07/09/2015	3699	LEDESMA. PAOLO	15.00	0.00	15.00
64724	07/09/2015	3699	LEE. YVETTE	103.00	0.00	103.00
64725	07/09/2015	3699	LOPEZ. MELINDA	250.00	0.00	250.00
64726	07/09/2015	3699	MARTINEZ. ELLEN	88.00	0.00	88.00
64727	07/09/2015	3699	NEKOLA. HANY	96.00	0.00	96.00
64728	07/09/2015	3699	NLEMUWA. JULIE	15.00	0.00	15.00
64729	07/09/2015	3699	ORTEGA. TENISHA	250.00	0.00	250.00
64730	07/09/2015	3699	PAMATMAT. FREDALYN	250.00	0.00	250.00
64731	07/09/2015	3699	PARIAL. LUKPLA	360.00	0.00	360.00
64732	07/09/2015	3699	PEREZ. BRITTANY	250.00	0.00	250.00
64733	07/09/2015	3699	PROFETA. DAVE B	51.99	0.00	51.99
64734	07/09/2015	3699	RALLS. LILIANA	180.00	0.00	180.00
64735	07/09/2015	3699	RICHBURG. WYNIKA	250.00	0.00	250.00
64736	07/09/2015	3699	RODRIGUEZ. SILVIA	250.00	0.00	250.00
64737	07/09/2015	3699	TAPIA. YADIRA	250.00	0.00	250.00
64738	07/09/2015	3699	VALDEZ. GINA	45.00	0.00	45.00
64739	07/09/2015	3699	WANNETT. RYAN	51.00	0.00	51.00
64740	07/09/2015	3699	YAO. ZHIOIANG	270.00	0.00	270.00
64741	07/09/2015	4443	O'REILLY AUTOMOTIVE STORES INC	36.17	0.66	35.51
64742	07/09/2015	61282	TRUGREEN LANDCARE GENERAL PRTNERSHP	7,184.28	0.00	7,184.28
64743	07/09/2015	3699	SCHREINER. SCOTT & CARRIE	1,133.13	0.00	1,133.13
Totals:				<u>574,202.54</u>	<u>0.66</u>	<u>574,201.88</u>

**CITY OF LAKEWOOD
FUND SUMMARY 7/16/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64744 through 64879. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	196,105.03
1015	SPECIAL OLYMPICS	70.00
1020	CABLE TV	2,990.84
1050	COMMUNITY FACILITY	16,589.95
1070	RETIREE MEDICAL	4,000.00
1630	USED OIL GRANT	205.38
3001	CAPITAL IMPROV PROJECT FUND	12,214.60
3060	PROPOSITION "A"	146.88
3070	PROPOSITION "C"	1,382.38
5010	GRAPHICS AND COPY CENTER	3,210.82
5020	CENTRAL STORES	2,893.50
5030	FLEET MAINTENANCE	6,184.53
7500	WATER UTILITY FUND	179,289.85
8000	BUS DEV REVOLVING LOAN PROG	208.29
8030	TRUST DEPOSIT	100.00
		<hr/>
		425,592.05

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64744	07/16/2015	4592	B1 PRODUCTIONS LLC	598.00	0.00	598.00
64745	07/16/2015	4208	AIRGAS INC	159.33	0.00	159.33
64746	07/16/2015	4763	ALBANO'S PLUMBING. INC.	275.00	0.00	275.00
64747	07/16/2015	66012	BARTKUS. KRISTIN	78.00	0.00	78.00
64748	07/16/2015	4764	DICKLER CORPORATION. THE	2,869.11	0.00	2,869.11
64749	07/16/2015	3778	COMMERCIAL AOUATIC SERVICES INC	2,378.25	0.00	2,378.25
64750	07/16/2015	4776	CORELOGIC. INC.	123.55	0.00	123.55
64751	07/16/2015	46620	CREATIVE BUS SALES	52.22	0.00	52.22
64752	07/16/2015	1783	DEMSEY FILLIGER & ASSOCIATES LLC	4,000.00	0.00	4,000.00
64753	07/16/2015	4393	DIVISION OF THE STATE ARCHITECT	516.00	0.00	516.00
64754	07/16/2015	730	ECONOMIC DEVELOPMENT ADMINISTRATION	208.29	0.00	208.29
64755	07/16/2015	52316	FEDERAL EXPRESS CORP	155.06	0.00	155.06
64756	07/16/2015	3946	FERGUSON ENTERPRISES INC	2,079.72	0.00	2,079.72
64757	07/16/2015	63519	FLUE STEAM INC	198.00	0.00	198.00
64758	07/16/2015	60594	FOGGIA INC	172.22	0.00	172.22
64759	07/16/2015	14000	GRAYBAR ELECTRIC CO	285.19	0.00	285.19
64760	07/16/2015	4483	GREENFIX AMERICA. LLC	688.29	0.00	688.29
64761	07/16/2015	42031	HOME DEPOT	2,569.33	0.00	2,569.33
64762	07/16/2015	4747	IMPERIAL SPRINKLER SUPPLY. INC.	4,940.03	0.00	4,940.03
64763	07/16/2015	4149	INFOSEND INC	9,051.08	0.00	9,051.08
64764	07/16/2015	44733	LIEBERT CASSIDY WHITMORE	15,651.55	0.00	15,651.55
64765	07/16/2015	3564	LONG BEACH. CITY OF	377.29	0.00	377.29
64766	07/16/2015	4452	MANAGEMENT & PERSONNEL SYSTEMS INC	1,470.00	0.00	1,470.00
64767	07/16/2015	1711	LOGIC TECHNOLOGY GROUP	403.30	0.00	403.30
64768	07/16/2015	23130	MC MASTER-CARR SUPPLY CO	496.03	0.00	496.03
64769	07/16/2015	46696	MEYER & ASSOCIATES	350.00	0.00	350.00
64770	07/16/2015	4112	J & R FILM COMPANY INC	146.88	0.00	146.88
64771	07/16/2015	63708	DY-JO CORPORATION	1,235.00	0.00	1,235.00
64772	07/16/2015	65659	PHASE II SYSTEMS INC	4,012.59	0.00	4,012.59
64773	07/16/2015	15600	LONG BEACH PUBLISHING CO	700.08	0.00	700.08
64774	07/16/2015	61859	LC PRINGLE SALES INC.	1,681.07	0.00	1,681.07
64775	07/16/2015	39640	RAYVERN LIGHTING SUPPLY CO INC	290.40	0.00	290.40
64776	07/16/2015	45437	S & J SUPPLY CO	368.44	0.00	368.44
64777	07/16/2015	41691	SAFETY-KLEEN CORP	1,058.40	0.00	1,058.40
64778	07/16/2015	47141	STEARNS CONRAD & SCHMIDT CONSLT ENG	224.25	0.00	224.25
64779	07/16/2015	34726	MAGIC MOUNTAIN LLC	3,377.91	0.00	3,377.91
64780	07/16/2015	29100	SNAP-ON INDUSTRIAL	1,426.73	0.00	1,426.73
64781	07/16/2015	26900	SO CALIF SECURITY CENTERS INC	35.44	0.00	35.44
64782	07/16/2015	3883	SOURCE ONE PAYMENT SOLUTIONS. INC	741.20	0.00	741.20
64783	07/16/2015	29400	SOUTHERN CALIFORNIA EDISON CO	65,956.12	0.00	65,956.12
64784	07/16/2015	29800	SPARKLETTS	78.34	0.00	78.34
64785	07/16/2015	59693	SPRINT SPECTRUM LP	3,494.13	0.00	3,494.13
64786	07/16/2015	66215	SUPERIOR COURT OF CALIFORNIA	9,453.00	0.00	9,453.00
64787	07/16/2015	66215	SUPERIOR COURT OF CALIFORNIA	9,660.00	0.00	9,660.00

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64788	07/16/2015	38679	WESTERN EXTERMINATOR COMPANY	103.06	0.00	103.06
64789	07/16/2015	982	TOSHIBA BUSINESS SOLUTIONS	3,139.97	0.00	3,139.97
64790	07/16/2015	1437	U S BANK NATIONAL ASSOCIATION	28,299.73	0.00	28,299.73
64791	07/16/2015	60430	VERIZON CALIFORNIA INC	2,124.90	0.00	2,124.90
64792	07/16/2015	4073	SCHUPBACH DAVID SHANE	287.39	0.00	287.39
64793	07/16/2015	7400	WATER REPLENISHMENT DISTRICT OF	163,745.32	0.00	163,745.32
64794	07/16/2015	35146	WILLDAN ASSOCIATES	12,315.10	0.00	12,315.10
64795	07/16/2015	1115	AGUIRRE. MICHAEL	250.00	0.00	250.00
64796	07/16/2015	4208	AIRGAS INC	408.10	0.00	408.10
64797	07/16/2015	4765	ALAN'S LAWN AND GARDEN CENTER. INC.	45.00	0.00	45.00
64798	07/16/2015	50163	AMERICAN PUBLIC WORKS ASSN	223.75	0.00	223.75
64799	07/16/2015	4126	AUTOZONE PARTS INC	148.57	0.00	148.57
64800	07/16/2015	4050	B&K ELECTRIC WHOLESALE	32.40	0.00	32.40
64801	07/16/2015	443	B&M LAWN AND GARDEN INC	70.17	0.00	70.17
64802	07/16/2015	59748	BIG STUDIO INC	3,507.18	0.00	3,507.18
64803	07/16/2015	45894	CINTAS CORPORATION	62.56	0.00	62.56
64804	07/16/2015	4397	CM SCHOOL SUPPLY	62.52	0.00	62.52
64805	07/16/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	91.30	0.00	91.30
64806	07/16/2015	4102	CROSBY. JERRIT	341.25	0.00	341.25
64807	07/16/2015	2929	DETTORE. TONY	225.00	0.00	225.00
64808	07/16/2015	64146	EDWARD SATTERTHWAITE. BROCK	1,250.00	0.00	1,250.00
64809	07/16/2015	63519	FLUE STEAM INC	222.00	0.00	222.00
64810	07/16/2015	60979	GUTIERREZ. THERESA	20.00	0.00	20.00
64811	07/16/2015	62491	HANDS ON MAILING &	212.16	0.00	212.16
64812	07/16/2015	65575	HAP'S AUTO PARTS	400.77	0.00	400.77
64813	07/16/2015	35477	HARA M LAWNMOWER CENTER	290.03	0.00	290.03
64814	07/16/2015	42031	HOME DEPOT	307.59	0.00	307.59
64815	07/16/2015	45744	I C M A	175.00	0.00	175.00
64816	07/16/2015	4623	INTELLIGENT VAR TECHNOLOGY	445.81	0.00	445.81
64817	07/16/2015	2956	KICK IT UP KIDZ. LLC	52.00	0.00	52.00
64818	07/16/2015	2409	LIFTECH ELEVATOR SERVICES INC	475.00	0.00	475.00
64819	07/16/2015	3491	TRUCK LIGHTHOUSE THE	64.31	1.18	63.13
64820	07/16/2015	4402	MC KEE. RICH	1,100.00	0.00	1,100.00
64821	07/16/2015	4650	SPRADLEY. MARGARET	350.00	0.00	350.00
64822	07/16/2015	47554	OFFICE DEPOT BUSINESS SVCS	259.60	0.00	259.60
64823	07/16/2015	56461	OVERPACK. NANCY - CARICATURE ARTIST	202.50	0.00	202.50
64824	07/16/2015	63549	PACKAGE PRODUCTS & SERVICES INC	3,790.42	0.00	3,790.42
64825	07/16/2015	3888	RP AUTOMOTIVE UAG CERRITOS 1 LLC	216.51	0.00	216.51
64826	07/16/2015	4321	POWERTECH ENGINES INC	118.43	0.00	118.43
64827	07/16/2015	64161	CRESCENT INC	596.80	0.00	596.80
64828	07/16/2015	36147	FESTIVAL FUN PARKS LLC	2,938.60	0.00	2,938.60
64829	07/16/2015	887	RDO-VERMEER LLC	8.68	0.00	8.68
64830	07/16/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64831	07/16/2015	41691	SAFETY-KLEEN CORP	596.07	0.00	596.07

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64832	07/16/2015	4761	SANCHEZ, EUGENE	120.00	0.00	120.00
64833	07/16/2015	47561	SECRETARY OF STATE - NOTARY DIV	40.00	0.00	40.00
64834	07/16/2015	3153	SECTRAN SECURITY INC	123.63	0.00	123.63
64835	07/16/2015	89	SHAKESPEARE BY THE SEA	1,000.00	0.00	1,000.00
64836	07/16/2015	3948	SHERMAN, CARLI	257.44	0.00	257.44
64837	07/16/2015	52279	SMART & FINAL INC	1,493.39	0.00	1,493.39
64838	07/16/2015	60792	STEPHENS, ERIC	143.00	0.00	143.00
64839	07/16/2015	4620	SUSTAINABLE SOLUTIONS GROUP	103.78	0.00	103.78
64840	07/16/2015	528	TIME WARNER CABLE	3,009.97	0.00	3,009.97
64841	07/16/2015	1437	U S BANK NATIONAL ASSOCIATION	4,032.61	0.00	4,032.61
64842	07/16/2015	64024	U S POSTAL SERVICE	8,566.50	0.00	8,566.50
64843	07/16/2015	59074	UNITED RENTALS NORTHEAST INC	239.80	0.00	239.80
64844	07/16/2015	17640	WAXIE ENTERPRISES INC	1,967.65	0.00	1,967.65
64845	07/16/2015	3699	CODY, ISABEL	240.00	0.00	240.00
64846	07/16/2015	3699	CORROS, EVELYN	250.00	0.00	250.00
64847	07/16/2015	3699	DOSSMAN, SANDY	90.00	0.00	90.00
64848	07/16/2015	3699	EDGE UP	20.00	0.00	20.00
64849	07/16/2015	3699	ENGLISH-FLETCHER, NANCY	250.00	0.00	250.00
64850	07/16/2015	3699	ESCANO, HENRIETTA	250.00	0.00	250.00
64851	07/16/2015	3699	FRIZE, TIMOTHY	250.00	0.00	250.00
64852	07/16/2015	3699	GALLARDO, DORA	250.00	0.00	250.00
64853	07/16/2015	3699	GONZALEZ, HUMBERTO	51.00	0.00	51.00
64854	07/16/2015	3699	HOLTAN, ELIZABETH	250.00	0.00	250.00
64855	07/16/2015	3699	KELLY, DIANE & THOMAS	91.29	0.00	91.29
64856	07/16/2015	3699	LA ROSE, REBECCA	85.00	0.00	85.00
64857	07/16/2015	3699	LAKESWOOD HS ALUMNI ASSOC	250.00	0.00	250.00
64858	07/16/2015	3699	LOPEZ, ISABEL	250.00	0.00	250.00
64859	07/16/2015	3699	MC BRIDE, NICOLE	250.00	0.00	250.00
64860	07/16/2015	3699	MOTA, ANTONIA	250.00	0.00	250.00
64861	07/16/2015	3699	NAVARRETE, NORA	250.00	0.00	250.00
64862	07/16/2015	3699	NISHIMOTO, JANE	250.00	0.00	250.00
64863	07/16/2015	3699	OSIAS, PAUL	250.00	0.00	250.00
64864	07/16/2015	3699	ROCHFORD LAW GROUP	250.00	0.00	250.00
64865	07/16/2015	3699	ROUND ONE ENTERTAINMENT INC	200.00	0.00	200.00
64866	07/16/2015	3699	SMITH, CHARITY	250.00	0.00	250.00
64867	07/16/2015	3699	SORENSEN, JANINE	75.00	0.00	75.00
64868	07/16/2015	3699	TAUTOLO, HERLAN	490.00	0.00	490.00
64869	07/16/2015	3699	TOOTILL, NICOLE	42.00	0.00	42.00
64870	07/16/2015	3699	VASQUEZ, BRINIHILDA	250.00	0.00	250.00
64871	07/16/2015	3699	VASQUEZ, GRISELDA	43.00	0.00	43.00
64872	07/16/2015	3699	VILLALPANDO, LILIA	100.00	0.00	100.00
64873	07/16/2015	47854	TRUESDAIL LABORATORIES INC	1,185.00	0.00	1,185.00
64874	07/16/2015	60195	CR TRANSFER INC	3,654.86	0.00	3,654.86
64875	07/16/2015	65712	IDMODELING INC	1,625.00	0.00	1,625.00

**CITY OF LAKEWOOD
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64876	07/16/2015	66457	BRENNTAG PACIFIC INC	6,126.11	0.00	6,126.11
64877	07/16/2015	4443	O'REILLY AUTOMOTIVE STORES INC	437.79	8.03	429.76
64878	07/16/2015	34788	GEORGE CHEVROLET	110.00	0.00	110.00
64879	07/16/2015	66457	BRENNTAG PACIFIC INC	1,777.07	0.00	1,777.07
Totals:				<u>425,601.26</u>	<u>9.21</u>	<u>425,592.05</u>

**CITY OF LAKEWOOD
FUND SUMMARY 7/23/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 64880 through 65038. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

1010	GENERAL FUND	174,562.91
1015	SPECIAL OLYMPICS	855.78
1020	CABLE TV	1,663.00
1030	CDBG CURRENT YEAR	1,875.00
1050	COMMUNITY FACILITY	6,194.88
3070	PROPOSITION "C"	677.78
5010	GRAPHICS AND COPY CENTER	7,197.82
5020	CENTRAL STORES	4,791.89
5030	FLEET MAINTENANCE	24,106.32
6020	GEOGRAPHIC INFORMATION SYSTEM	486.41
7500	WATER UTILITY FUND	288,660.24
8020	LOCAL REHAB LOAN	1,297.18
8030	TRUST DEPOSIT	51.99
		<hr/>
		512,421.20

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

CITY OF LAKEWOOD

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CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
64880	07/23/2015	4260	SBC GLOBAL SERVICES INC	223.54	0.00	223.54
64881	07/23/2015	4684	AMAZON.COM LLC	717.27	0.00	717.27
64882	07/23/2015	60304	BSN SPORTS	139.52	0.00	139.52
64883	07/23/2015	6600	CALIFORNIA STATE DEPT OF JUSTICE	11,332.00	0.00	11,332.00
64884	07/23/2015	7500	CENTRAL BASIN MUNICIPAL WATER	2,070.00	0.00	2,070.00
64885	07/23/2015	43135	CERRITOS. CITY OF - WATER DIVISION	28,113.80	0.00	28,113.80
64886	07/23/2015	998	CHELLO'S RESTAURANT SUPPLY. INC.	2,598.25	0.00	2,598.25
64887	07/23/2015	56941	COCA COLA REFRESHMENTS USA INC	1,988.88	0.00	1,988.88
64888	07/23/2015	53451	COMMUNITY FAMILY GUIDANCE CTR	750.00	0.00	750.00
64889	07/23/2015	62407	CRN AM CAR WASH INC.	144.00	0.00	144.00
64890	07/23/2015	4716	E C CONSTRUCTION CO	63,679.64	0.00	63,679.64
64891	07/23/2015	52316	FEDERAL EXPRESS CORP	53.20	0.00	53.20
64892	07/23/2015	3946	FERGUSON ENTERPRISES INC	1,318.72	0.00	1,318.72
64893	07/23/2015	4092	FINELINE ELECTRIC & CABLING INC	341.00	0.00	341.00
64894	07/23/2015	4771	GALLANES. MICHAEL	1,912.89	0.00	1,912.89
64895	07/23/2015	13030	ACCO BRANDS USA LLC	2,257.87	0.00	2,257.87
64896	07/23/2015	65779	GOLDEN STATE WATER COMPANY	13,197.15	0.00	13,197.15
64897	07/23/2015	42031	HOME DEPOT	638.37	0.00	638.37
64898	07/23/2015	65891	HUMAN SERVICES ASSOCIATION	375.00	0.00	375.00
64899	07/23/2015	36589	IMMEDIATE MEDICAL CARE	395.00	0.00	395.00
64900	07/23/2015	4180	JONES RICHARD D. A PROF LAW CORP	2,549.00	0.00	2,549.00
64901	07/23/2015	4099	LEON'S TRANSMISSION SERVICES INC	2,660.00	0.00	2,660.00
64902	07/23/2015	2409	LIFTECH ELEVATOR SERVICES INC	348.00	0.00	348.00
64903	07/23/2015	3564	LONG BEACH. CITY OF	11.89	0.00	11.89
64904	07/23/2015	46658	MARTUCCI. CHUCK	974.10	0.00	974.10
64905	07/23/2015	50512	PATHWAYS VOLUNTEER HOSPICE	750.00	0.00	750.00
64906	07/23/2015	3888	RP AUTOMOTIVE UAG CERRITOS 1 LLC	310.65	0.00	310.65
64907	07/23/2015	1615	PFM ASSET MANAGEMENT LLC	2,968.22	0.00	2,968.22
64908	07/23/2015	77890	HERRICKS. ROBERT LEE	1,295.00	0.00	1,295.00
64909	07/23/2015	45437	S & J SUPPLY CO	2,689.10	0.00	2,689.10
64910	07/23/2015	240	SGS TESTCOM	2.17	0.00	2.17
64911	07/23/2015	59218	SIERRA INSTALLATIONS INC	5,339.50	0.00	5,339.50
64912	07/23/2015	29400	SOUTHERN CALIFORNIA EDISON CO	39,100.46	0.00	39,100.46
64913	07/23/2015	29500	SOUTHERN CALIFORNIA GAS CO	4,740.34	0.00	4,740.34
64914	07/23/2015	66215	SUPERIOR COURT OF CALIFORNIA	9,137.00	0.00	9,137.00
64915	07/23/2015	66215	SUPERIOR COURT OF CALIFORNIA	9,900.00	0.00	9,900.00
64916	07/23/2015	59212	TETRA TECH INC	3,561.24	0.00	3,561.24
64917	07/23/2015	57989	U S BANK	2,700.00	0.00	2,700.00
64918	07/23/2015	7400	WATER REPLENISHMENT DISTRICT OF	197,480.16	0.00	197,480.16
64919	07/23/2015	37745	WESTERN EXTERMINATOR CO	219.50	0.00	219.50
64920	07/23/2015	50058	WHITE HOUSE FLORIST INC	179.85	0.00	179.85
64921	07/23/2015	3699	NIEVES. MARIBEL	250.00	0.00	250.00
64922	07/23/2015	4684	AMAZON.COM LLC	50.47	0.00	50.47
64923	07/23/2015	4126	AUTOZONE PARTS INC	612.56	0.00	612.56

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64924	07/23/2015	66012	BARTKUS. KRISTIN	4,045.93	0.00	4,045.93
64925	07/23/2015	48469	BURWELL MICHAEL RAY	520.00	0.00	520.00
64926	07/23/2015	53002	CALIF UTILITIES EMERGENCY ASSOC	500.00	0.00	500.00
64927	07/23/2015	53046	C.P.R.S.	3,495.00	0.00	3,495.00
64928	07/23/2015	307	CALIF. STATE DISBURSEMENT UNIT	316.14	0.00	316.14
64929	07/23/2015	53983	CALIF STATE FRANCHISE TAX BOARD	100.00	0.00	100.00
64930	07/23/2015	36800	CALIFORNIA MUNICIPAL UTILITIES	3,100.00	0.00	3,100.00
64931	07/23/2015	4631	CASABIAN. MYRA AND	1,297.18	0.00	1,297.18
64932	07/23/2015	7600	CENTRAL BASIN WATER ASSN	4,766.00	0.00	4,766.00
64933	07/23/2015	4193	CENTURY INDUSTRIES LLC	633.00	0.00	633.00
64934	07/23/2015	4263	CORCORAN. JAMES	310.54	0.00	310.54
64935	07/23/2015	4380	CAPITAL ONE NATIONAL ASSOCIATION	862.04	0.00	862.04
64936	07/23/2015	4361	CN SCHOOL AND OFFICE SOLUTIONS INC	370.21	0.00	370.21
64937	07/23/2015	4442	DANIEL'S TIRE SERVICE INC	1,434.61	0.00	1,434.61
64938	07/23/2015	2548	DAY. KATHY	221.65	0.00	221.65
64939	07/23/2015	53159	RON BUTH STEPHENY CHAN INC	1,288.18	0.00	1,288.18
64940	07/23/2015	65038	FED EX OFFICE & PRINT SVCS INC	820.02	0.00	820.02
64941	07/23/2015	52316	FEDERAL EXPRESS CORP	44.28	0.00	44.28
64942	07/23/2015	59859	FLEET PRIDE	12.12	0.00	12.12
64943	07/23/2015	63519	FLUE STEAM INC	64.00	0.00	64.00
64944	07/23/2015	60594	FOGGIA INC	294.30	0.00	294.30
64945	07/23/2015	33150	GRAINGER W W INC	266.83	0.00	266.83
64946	07/23/2015	65575	HAP'S AUTO PARTS	128.43	0.00	128.43
64947	07/23/2015	42031	HOME DEPOT	944.58	0.00	944.58
64948	07/23/2015	3959	HORIZON MECHANICAL CONTRACTORS	424.05	0.00	424.05
64949	07/23/2015	60043	SCHOEPF DANIEL A	313.92	0.00	313.92
64950	07/23/2015	4622	JHM SUPPLY INC	281.12	0.00	281.12
64951	07/23/2015	53365	KENNY'S AUTO SERVICE	367.50	0.00	367.50
64952	07/23/2015	4699	KEY CODE MEDIA. INC.	908.75	0.00	908.75
64953	07/23/2015	2956	KICK IT UP KIDZ. LLC	770.25	0.00	770.25
64954	07/23/2015	43815	KRUSEMARK. LEEANNE	273.00	0.00	273.00
64955	07/23/2015	55469	LAKEWOOD CITY EMPLOYEE ASSOCIATION	2,060.00	0.00	2,060.00
64956	07/23/2015	59671	WOODWARDS MICHAEL	75.00	0.00	75.00
64957	07/23/2015	18550	LAKEWOOD. CITY OF	51.99	0.00	51.99
64958	07/23/2015	44733	LIEBERT CASSIDY WHITMORE	55.00	0.00	55.00
64959	07/23/2015	4777	LOPEZ. PAUL JR	855.78	0.00	855.78
64960	07/23/2015	72230	LOS ANGELES CO	1,904.64	0.00	1,904.64
64961	07/23/2015	44703	M F R GRAPHICS	411.06	0.00	411.06
64962	07/23/2015	41545	PACIFIC PREMIER RETAIL TRUST	5,158.58	0.00	5,158.58
64963	07/23/2015	66339	MC ENROE. BARBARA	260.00	0.00	260.00
64964	07/23/2015	23130	MC MASTER-CARR SUPPLY CO	18.68	0.00	18.68
64965	07/23/2015	332	MERRIMAC PETROLEUM INC	17,560.76	0.00	17,560.76
64966	07/23/2015	64333	MOSES-CALDERA. ISABEL	740.35	0.00	740.35
64967	07/23/2015	61672	MUSCULAR DYSTROPHY ASSOC INC	20.00	0.00	20.00

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64968	07/23/2015	55607	MYRON CORP	287.30	0.00	287.30
64969	07/23/2015	4320	NEHRU. ARTI	150.00	0.00	150.00
64970	07/23/2015	96	NERVIK. OLE	438.75	0.00	438.75
64971	07/23/2015	2546	NIFTY AFTER FIFTY	96.00	0.00	96.00
64972	07/23/2015	47554	OFFICE DEPOT BUSINESS SVCS	1,296.63	0.00	1,296.63
64973	07/23/2015	64479	OFFICE MAX - A BOISE COMPANY	465.49	0.00	465.49
64974	07/23/2015	4767	PERALTA. NANCY	225.00	0.00	225.00
64975	07/23/2015	51171	PERS LONG TERM CARE PROGRAM	296.05	0.00	296.05
64976	07/23/2015	42922	POLYDOROS. STEVE	113.25	0.00	113.25
64977	07/23/2015	4459	READWRITE EDUCATIONAL SOLUTIONS INC	975.65	0.00	975.65
64978	07/23/2015	63364	REEVES NORM HONDA	18.00	0.00	18.00
64979	07/23/2015	66345	REYES. PHILIP	400.00	0.00	400.00
64980	07/23/2015	926	RICOH AMERICAS CORPORATION	1,522.01	0.00	1,522.01
64981	07/23/2015	47285	ROTARY CORP	437.18	0.00	437.18
64982	07/23/2015	45437	S & J SUPPLY CO	172.22	0.00	172.22
64983	07/23/2015	4730	SADEGHI-DADGAR. KAMELIA	520.00	0.00	520.00
64984	07/23/2015	50445	SAN GABRIEL VALLEY PROTECTIVE ASSN	50.00	0.00	50.00
64985	07/23/2015	4618	SIMONE. DEAN	1,000.00	0.00	1,000.00
64986	07/23/2015	28600	SIMS WELDING SUPPLY CO INC	65.19	0.00	65.19
64987	07/23/2015	52279	SMART & FINAL INC	509.50	0.00	509.50
64988	07/23/2015	29450	SOUTHERN CALIFORNIA EDISON	488.22	0.00	488.22
64989	07/23/2015	50299	SPENCER. GORDON	150.00	0.00	150.00
64990	07/23/2015	37930	STANDARD INSURANCE CO UNIT 22	1,867.60	0.00	1,867.60
64991	07/23/2015	57912	SURI. KAREN	169.00	0.00	169.00
64992	07/23/2015	528	TIME WARNER CABLE	126.99	0.00	126.99
64993	07/23/2015	65737	U S BANK NATIONAL ASSOCIATION	3,006.88	0.00	3,006.88
64994	07/23/2015	57989	U S BANK	1,375.00	0.00	1,375.00
64995	07/23/2015	4216	U.S. DEPARTMENT OF HUD	125.00	0.00	125.00
64996	07/23/2015	53760	UNITED WAY- GREATER LOS ANGELES	45.00	0.00	45.00
64997	07/23/2015	1436	USA MOBILITY WIRELESS INC	6.80	0.00	6.80
64998	07/23/2015	17640	WAXIE ENTERPRISES INC	2,089.65	0.00	2,089.65
64999	07/23/2015	3699	BROWER-LEDESMA. JO ANN	70.00	0.00	70.00
65000	07/23/2015	3699	BRYAN. LINDA	26.00	0.00	26.00
65001	07/23/2015	3699	CHEN. WENDY	62.00	0.00	62.00
65002	07/23/2015	3699	COLE. AMANDA & TIMOTHY	74.91	0.00	74.91
65003	07/23/2015	3699	CORDON. MANUEL	188.00	0.00	188.00
65004	07/23/2015	3699	DE LOA. TERESA	390.00	0.00	390.00
65005	07/23/2015	3699	DELAMERCED. ALFREDO	250.00	0.00	250.00
65006	07/23/2015	3699	DUARTE. MOMIOUE	21.00	0.00	21.00
65007	07/23/2015	3699	GARCIA. VALERIE	250.00	0.00	250.00
65008	07/23/2015	3699	HERNANDEZ. GLORIA	250.00	0.00	250.00
65009	07/23/2015	3699	KAY. LENA	250.00	0.00	250.00
65010	07/23/2015	3699	KONG. JENIE O	38.08	0.00	38.08
65011	07/23/2015	3699	LENNOX. NICOLE & GREG	69.62	0.00	69.62

CITY OF LAKEWOOD

SUMMARY CHECK REGISTER

CHECK #	CHECK DATE	VEND #	VENDOR NAME	GROSS	DISC.	CHECK AMOUNT
65012	07/23/2015	3699	LOCKWOOD, CELIA	595.00	0.00	595.00
65013	07/23/2015	3699	MARTIN, L	10.99	0.00	10.99
65014	07/23/2015	3699	MENDOZA, NAPOLEON	500.00	0.00	500.00
65015	07/23/2015	3699	MORROW, T L & G A	38.81	0.00	38.81
65016	07/23/2015	3699	NARAY, ELYCE	21.00	0.00	21.00
65017	07/23/2015	3699	NGUYEN, NHAN T	86.00	0.00	86.00
65018	07/23/2015	3699	NGUYEN, THUY	19.53	0.00	19.53
65019	07/23/2015	3699	PERALTA, SONYA	62.00	0.00	62.00
65020	07/23/2015	3699	PERUCHO, KIMBERLY	250.00	0.00	250.00
65021	07/23/2015	3699	OUIROGA, SARAH	62.00	0.00	62.00
65022	07/23/2015	3699	RAMIREZ, PIA	405.00	0.00	405.00
65023	07/23/2015	3699	RIVERS, LESLIE	500.00	0.00	500.00
65024	07/23/2015	3699	ROSS, KRISTA	250.00	0.00	250.00
65025	07/23/2015	3699	RUESCH-WANG, LISETTE	250.00	0.00	250.00
65026	07/23/2015	3699	SCHROCK, REBECCA	66.00	0.00	66.00
65027	07/23/2015	3699	TITUS, SUZANNE	250.00	0.00	250.00
65028	07/23/2015	3699	VERGEL DE DIOS, CORAZON	38.08	0.00	38.08
65029	07/23/2015	3699	VILLAREAL, EDNA	250.00	0.00	250.00
65030	07/23/2015	3699	YONAKI, JAMIE	250.00	0.00	250.00
65031	07/23/2015	4443	O'REILLY AUTOMOTIVE STORES INC	30.87	6.97	23.90
65032	07/23/2015	47854	TRUESDAIL LABORATORIES INC	500.00	0.00	500.00
65033	07/23/2015	66457	BRENNTAG PACIFIC INC	2,420.99	0.00	2,420.99
65034	07/23/2015	2372	TGIS CATERING SVCS INC	136.13	0.00	136.13
65035	07/23/2015	4443	O'REILLY AUTOMOTIVE STORES INC	4.35	0.00	4.35
65036	07/23/2015	47854	TRUESDAIL LABORATORIES INC	413.50	0.00	413.50
65037	07/23/2015	48210	AIRFLITE INC	4,613.63	0.00	4,613.63
65038	07/23/2015	66457	BRENNTAG PACIFIC INC	1,555.54	0.00	1,555.54
Totals:				<u>512,428.17</u>	<u>6.97</u>	<u>512,421.20</u>

D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Designation of Voting Delegate for League Annual Conference

STATEMENT OF FACTS

The League of California Cities will hold its Annual Conference from September 30 through October 2, 2015. The Annual Business Meeting portion of the conference will be held on the afternoon of October 2nd. League bylaws require that the City Council designate a representative and alternate to vote on behalf of the City of Lakewood at the Annual Business Meeting.

RECOMMENDATION

It is recommended that the City Council appoint Lisa Rapp to represent the City as the delegate for voting purposes at the League Annual Business Meeting.

Howard L. Chambers
City Manager



D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council**SUBJECT:** Monthly Report of Investment Transactions**INTRODUCTION**

In accordance with California Government Code Section 53607, the City Council has delegated to the City Treasurer the responsibility to invest or to reinvest funds, or to sell or exchange securities so purchased.

The California Government Code Section 53607 requires that, if such responsibility has been delegated, then the Treasurer "shall make a monthly report of those transactions to the legislative body." In compliance with this requirement, the Monthly Report of Investment Transactions is being rendered to be received and filed.

STATEMENT OF MONTHLY ACTIVITY

<u>Date</u>	<u>Amount at Cost</u>	<u>Vehicle</u>	<u>Transaction</u>
06-01-2015	\$ 893.75	MUNI	Interest ^{0.65%}
06-01-2015	\$ 219.58	FNMA	Interest ^{1.55%}
06-10-2015	\$ 823.75	CD	Interest ^{0.462%}
06-10-2015	\$ 199,602.38	TREAS	Sell
06-10-2015	\$ 420,879.34	TREAS	Sell
06-10-2015	\$ 624,893.75	CORP	Purchase
06-12-2015	\$ 3,150.00	CORP	Interest ^{1.125%}
06-16-2015	\$ 727,780.08	TREAS	Sell
06-16-2015	\$ 725,000.00	CD	Purchase
06-23-2015	\$ 595,558.97	TREAS	Sell
06-11-2015	\$ 500,000.00	LAIF	Withdrawal
06-23-2015	\$ 1,950.00	CORP	Interest ^{1.3%}
06-23-2015	\$ 594,421.35	FNMA	Purchase
06-25-2015	\$ 3,000,000.00	LAIF	Withdrawal
06-25-2015	\$ 1,800,000.00	LAIF	Withdrawal
06-30-2015	\$ 6,093.75	TREAS	Interest ^{3.25%}
06-30-2015	\$ 2,531.25	TREAS	Interest ^{0.75%}
06-30-2015	\$ 5,031.25	TREAS	Interest ^{0.875%}
06-30-2015	\$ 3.10	CAMP	Interest ^{0.09%}
06-30-2015	\$ 48.02	CAMP	Interest ^{0.09%}

STAFF RECOMMENDATION

It is recommended that the City Council receive and file the Monthly Report of Investment Transactions rendered for the month of June 2015.



Diane Perkin
Director of Administrative Services

Howard L. Chambers
City Manager



D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Quarterly Schedule of Investments

INTRODUCTION

Effective January 1, 1996, the California Government Code, Section 53646 requires that:

“The treasurer or chief fiscal officer shall render a quarterly report to the chief executive officer, the internal auditor and the legislative body of the local agency. The quarterly report shall be so submitted within 30 days following the end of the quarter covered by the report.”

In compliance with this section of the code, the schedule of investments is being rendered to be received and filed.

STATEMENT OF FACT

The investments represented in this report are allocated to a variety of funds such as the General Fund, Water Fund, Redevelopment Funds, Restricted Special Revenue Funds, and Fiduciary Funds.

The City's idle funds are invested in compliance with the City's investment policy, which was last reviewed and approved in January 2012 by the City Council, and is compliance with the updated Investment Policy proposed for adoption. Specifically, the city's investment objectives in the investment of public funds are safety, liquidity and yield. To accomplish these objectives, the following types of investments have been chosen and the City is currently or in the past invested in the following securities:

Treasury Notes

TREAS Obligations of the U.S. Government to provide for the cash flow needs of the Federal Government.

Federal Agency Bonds or Notes:

Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.

FHLB (Federal Home Loan Bank Bonds)

Bonds and discount notes issued by the Federal Home Loan Bank to provide funding to member institutions and make available money to the residential mortgage market.

FHLMC (Federal Home Loan Mortgage Corp)

A publicly chartered agency that buys qualifying residential mortgages from lenders, packages them into new securities backed by those pooled mortgages, provides certain guarantees and then re-sells the securities on the open market.

FNMA (Federal National Mortgage Association)

National Mortgage Association is a government-sponsored, privately owned corporation established to create a secondary market for Federal Housing Administration mortgages.

FFCB (Federal Farm Credit Bank)

The Federal Farm Credit Bank is an independent agency of the U.S. Government which issues bonds and discount notes to provide short- and long-term credit and credit-related services to farmers, ranchers, rural homeowners, producers and harvesters.

Negotiable Certificates of Deposit

Negotiable CDs are issued by large banks and are freely traded in secondary markets as short term (2 to 52 weeks), large denomination (\$100,000 minimum) CD, that is either issued at a discount on its par value, or at a fixed interest rate payable at maturity.

Municipal Bonds or Notes:

Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California.

Corporate Notes:

Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States, or any state and operating within the United States. Medium-term corporate notes shall be rated in a rating category of "A" or its equivalent or better.

Commercial Paper:

Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical-rating organization.

Pooled Funds:

LAIF (Local Agency Investment Fund, State of California)

This investment pool is administered by the Treasurer of the State of California, and provides a high-level of liquidity and strong safety through diversification of investments.

CAMP (California Asset Management Program)

A Joint Powers Authority established in 1989 by the treasurers and finance directors of several California public agencies to provide professional investment services at a reasonable cost. Participation is limited to California public agencies.

Los Angeles County Pool

Investment in the Los Angeles County Pool may not exceed the current pool limits and should be reviewed periodically.

MMKT (Money Market)

This is a money market interest-bearing checking account that is fully insured and collateralized.

SUMMARY

City of Lakewood
Schedule of Investments - June 30, 2015

<u>Type</u>	<u>Rating</u>	<u>Inst.</u>	<u>Par Value</u>	<u>Amortized Cost</u>	<u>Market Value</u>	<u>Yield</u>	<u>Duration</u>
Marketable Securities							
Federal Agency	AA+	US Bank	\$3,135,000.00	\$3,137,472.78	\$3,144,001.29	0.75	1.580
Fed Agency CMO	AA+	US Bank	\$762,770.26	\$764,523.91	\$767,015.52	0.95	2.030
US Treasury	AA+	US Bank	\$15,675,000.00	\$15,673,357.25	\$15,705,271.98	0.77	1.950
Certificate of Deposit	AA-A-1+	US Bank	\$5,800,000.00	\$5,798,937.28	\$5,794,333.04	1.41	1.420
Municipal Bond	AAA:AA:SP-1	US Bank	\$450,000.00	\$450,000.00	\$450,579.25	0.69	0.590
Commercial Paper	A-1+:A-1	US Bank	\$0.00	\$0.00	\$0.00		
Corporate Note	AA:A	US Bank	\$10,185,000.00	\$10,213,977.38	\$10,223,666.62	1.21	1.840
			\$36,007,770.26	\$36,038,268.60	\$36,084,867.70	0.92	1.790
(See attached report provided by PFM for more detail)							
Pooled Investment Accounts							
City L.A.I.F.		Calif		\$18,588,702.43	\$18,581,716.09	0.290	Life 237 days
City C.A.M.P.		US Bank		\$43,098.14	\$43,098.14	0.090	WAM 1 day
				\$18,631,800.57	\$18,624,814.23		
Bank Accounts							
City - Checking		BofA		\$2,079,066.77	\$2,079,066.77	0.25	
City- Payroll		BofA		\$50,292.19	\$50,292.19	0.25	
Successor Housing - Checking		BofA		\$468,466.45	\$468,466.45	0.25	
				\$2,597,825.41	\$2,597,825.41		
Portfolio				\$57,267,894.58	\$57,307,507.34	0.73	
Funds held in reserve as required by debt issuance or non-agency funds - not available for City expenditures:							
Successor Agency - checking		BofA		\$2,583,936.67	\$2,583,936.67	0.25	
LRA C.A.M.P. - Arbitrage		US Bank		\$666,604.00	\$666,604.00	0.09	
LRA - Reserve		US Bank		\$790,092.50	\$790,092.50	-	
Business Dev Loan MMKT		BofA		\$795,720.03	\$795,720.03	0.14	
City Light & Power- Reserve		Union Bank		\$224,284.01	\$224,284.01	0.02	
Water 2004 - Reserve		US Bank		\$463,500.00	\$463,500.00	-	
				\$5,524,137.21	\$5,524,137.21		
Total Portfolio:				\$62,792,031.79	\$62,831,644.55	0.68	

The attached Managed Account Summary Statement is provided by the city's investment advisor Public Financial Management (PFM). The report is divided into the following sections:

- (A) Managed Account Summary – total portfolio value, transactions and earnings
- (B) Portfolio Summary – summary of the characteristics of the portfolio
- (C) Managed Account Issuer Summary – breakdown of issuer concentration and credit quality
- (D) Managed Account Details of Securities Held – an analysis of each security holding in the portfolio as of the last day of the quarter
- (E) Managed Account Fair Market Value & Analysis – summary of unrealized gains and losses reflected in market values
- (F) Managed Account Securities Transactions & Interest – detail of all transactions related to securities that either have a trade or settle date during the most recent month; this information is provided to the Council monthly.

STAFF RECOMMENDATION

It is recommended that the City Council receive and file the Quarterly Schedule of Investments rendered for the 4th Quarter of Fiscal Year 2014-2015.



Diane Perkin
Director of Administrative Services

Howard L. Chambers
City Manager





Managed Account Summary Statement

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Transaction Summary - Managed Account

Opening Market Value	\$36,109,973.61
Maturities/Calls	0.00
Principal Dispositions	(1,930,028.52)
Principal Acquisitions	1,944,863.74
Unsettled Trades	0.00
Change in Current Value	(39,941.13)
Closing Market Value	\$36,084,867.70

Cash Transactions Summary - Managed Account

Maturities/Calls	0.00
Sale Proceeds	1,943,820.77
Coupon/Interest/Dividend Income	20,693.33
Principal Payments	0.00
Security Purchases	(1,945,315.10)
Net Cash Contribution	(7,154.21)
Reconciling Transactions	0.00

Earnings Reconciliation (Cash Basis) - Managed Account

Interest/Dividends/Coupons Received	34,485.58
Less Purchased Interest Related to Interest/Coupons	(451.36)
Plus Net Realized Gains/Losses	(30,364.84)
Total Cash Basis Earnings	\$3,669.38

Cash Balance

Closing Cash Balance **\$57,677.14**

Earnings Reconciliation (Accrual Basis)

	Total
Ending Amortized Value of Securities	36,038,268.60
Ending Accrued Interest	73,274.03
Plus Proceeds from Sales	1,943,820.77
Plus Proceeds of Maturities/Calls/Principal Payments	0.00
Plus Coupons/Dividends Received	20,693.33
Less Cost of New Purchases	(1,945,315.10)
Less Beginning Amortized Value of Securities	(36,025,111.37)
Less Beginning Accrued Interest	(77,042.09)
Total Accrual Basis Earnings	\$28,588.17



Portfolio Summary and Statistics

For the Month Ending **June 30, 2015**

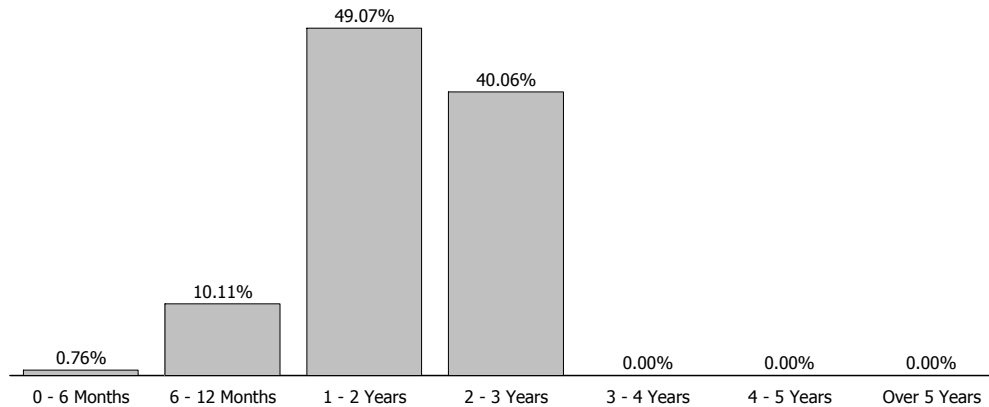
CITY OF LAKEWOOD - 51260100

Account Summary

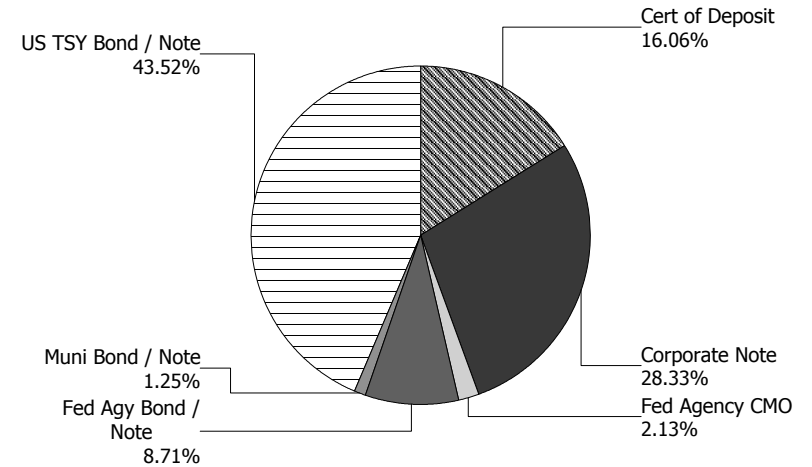
Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	15,675,000.00	15,705,271.98	43.52
Municipal Bond / Note	450,000.00	450,579.25	1.25
Federal Agency Collateralized Mortgage Obligation	762,770.26	767,015.52	2.13
Federal Agency Bond / Note	3,135,000.00	3,144,001.29	8.71
Corporate Note	10,185,000.00	10,223,666.62	28.33
Certificate of Deposit	5,800,000.00	5,794,333.04	16.06
Managed Account Sub-Total	36,007,770.26	36,084,867.70	100.00%
Accrued Interest		73,274.03	
Total Portfolio	36,007,770.26	36,158,141.73	

Unsettled Trades **0.00** **0.00**

Maturity Distribution



Sector Allocation



Characteristics

Yield to Maturity at Cost	0.92%
Yield to Maturity at Market	0.82%
Duration to Worst	1.79
Weighted Average Days to Maturity	673



Managed Account Issuer Summary

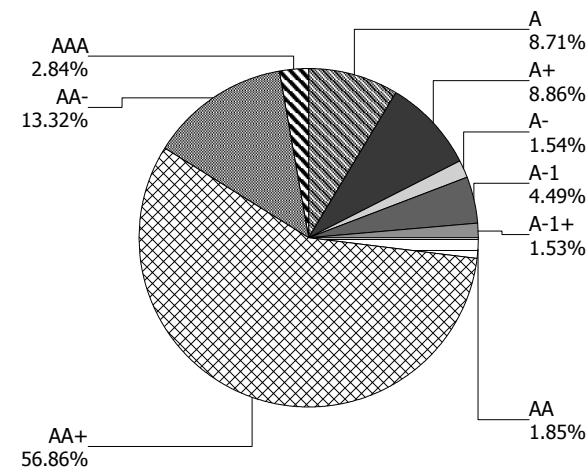
For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Issuer Summary

Issuer	Market Value of Holdings	Percent
AMERICAN EXPRESS CO	200,651.60	0.56
AMERICAN HONDA FINANCE	650,934.09	1.80
APPLE INC	902,692.80	2.50
BANK OF NEW YORK CO INC	724,572.25	2.01
BANK OF NOVA SCOTIA	724,885.45	2.01
BERKSHIRE HATHAWAY INC	491,028.51	1.36
CA ST DEPT OF WATER REV BONDS	275,297.00	0.76
CANADIAN IMPERIAL BANK OF COMMERCE	723,803.75	2.01
CATERPILLAR INC	395,618.57	1.10
CISCO SYSTEMS INC	627,220.63	1.74
CONOCOPHILLIPS	124,909.13	0.35
DEERE & COMPANY	560,375.76	1.55
EXXON MOBIL CORP	749,391.00	2.08
FANNIE MAE	1,468,718.80	4.06
FEDERAL HOME LOAN BANKS	1,683,781.97	4.66
FREDDIE MAC	758,516.04	2.10
GLAXOSMITHKLINE PLC	550,853.05	1.53
HSBC HOLDINGS PLC	850,200.05	2.36
IBM CORP	894,285.00	2.48
JP MORGAN CHASE & CO	802,304.00	2.22
MCDONALD'S CORPORATION	356,292.95	0.99
NORDEA BANK AB	722,915.63	2.00
PEPSICO, INC	960,120.25	2.66
RABOBANK NEDERLAND	897,354.00	2.49
TORONTO-DOMINION BANK	724,996.38	2.01
TOYOTA MOTOR CORP	385,251.02	1.07
UNITED STATES TREASURY	15,705,271.98	43.51
UNIVERSITY OF CALIFORNIA	175,282.25	0.49
US BANCORP	724,595.45	2.01
WELLS FARGO & COMPANY	547,309.71	1.52
WESTPAC BANKING CORP NY	725,438.63	2.01

Credit Quality (S&P Ratings)





Managed Account Issuer Summary

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Total	\$36,084,867.70	100.00%
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Managed Account Detail of Securities Held

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 06/30/2009 3.250% 06/30/2016	912828KZ2	375,000.00	AA+	Aaa	05/24/13	05/31/13	406,201.17	0.53	33.12	385,148.93	385,781.25
US TREASURY NOTES DTD 08/31/2011 1.000% 08/31/2016	912828RF9	485,000.00	AA+	Aaa	02/27/14	03/03/14	491,119.33	0.49	1,621.06	487,871.79	488,486.18
US TREASURY NOTES DTD 11/30/2011 0.875% 11/30/2016	912828RU6	1,775,000.00	AA+	Aaa	10/31/13	11/01/13	1,788,728.52	0.62	1,315.49	1,781,342.82	1,785,399.73
US TREASURY NOTES DTD 11/30/2011 0.875% 11/30/2016	912828RU6	2,080,000.00	AA+	Aaa	11/27/13	12/03/13	2,097,875.00	0.58	1,541.53	2,088,494.47	2,092,186.72
US TREASURY NOTES DTD 01/03/2012 0.875% 12/31/2016	912828RX0	1,150,000.00	AA+	Aaa	12/05/14	12/09/14	1,154,312.50	0.69	27.34	1,153,141.55	1,156,737.85
US TREASURY NOTES DTD 05/31/2012 0.625% 05/31/2017	912828SY7	2,000,000.00	AA+	Aaa	06/02/14	06/03/14	1,988,906.25	0.81	1,058.74	1,992,867.66	1,999,688.00
US TREASURY NOTES DTD 07/02/2012 0.750% 06/30/2017	912828TB6	675,000.00	AA+	Aaa	10/30/14	11/03/14	674,314.46	0.79	13.76	674,484.27	676,318.28
US TREASURY NOTES DTD 07/31/2012 0.500% 07/31/2017	912828TG5	700,000.00	AA+	Aaa	02/06/15	02/10/15	694,148.44	0.84	1,459.94	695,062.70	697,538.80
US TREASURY NOTES DTD 07/31/2012 0.500% 07/31/2017	912828TG5	1,900,000.00	AA+	Aaa	02/02/15	02/04/15	1,893,988.28	0.63	3,962.71	1,894,963.06	1,893,319.60
US TREASURY NOTES DTD 09/30/2010 1.875% 09/30/2017	912828PA2	690,000.00	AA+	Aaa	09/02/14	09/04/14	707,303.91	1.04	3,252.05	702,723.79	707,465.28
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	700,000.00	AA+	Aaa	03/26/15	03/27/15	694,941.41	0.99	1,319.67	695,376.84	696,445.40
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	1,150,000.00	AA+	Aaa	03/26/15	03/27/15	1,141,644.53	1.00	2,168.03	1,142,363.74	1,144,160.30
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	1,195,000.00	AA+	Aaa	02/26/15	02/27/15	1,184,450.39	1.04	2,252.87	1,185,595.64	1,188,931.79
US TREASURY NOTES DTD 04/30/2013 0.625% 04/30/2018	912828UZ1	800,000.00	AA+	Aaa	04/28/15	04/30/15	793,562.50	0.90	842.39	793,919.99	792,812.80



Managed Account Detail of Securities Held

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Security Type Sub-Total		15,675,000.00					15,711,496.69	0.77	20,868.70	15,673,357.25	15,705,271.98
Municipal Bond / Note											
CA ST DEPT OF WATER TXBL REV BONDS DTD 09/27/2012 0.650% 12/01/2015	13066KX87	275,000.00	AAA	Aa1	09/19/12	09/27/12	275,000.00	0.65	148.96	275,000.00	275,297.00
UNIV OF CAL TXBL REV BONDS DTD 10/02/2013 0.907% 05/15/2016	91412GSX4	75,000.00	AA	Aa2	09/26/13	10/02/13	75,000.00	0.91	86.92	75,000.00	75,221.25
UNIV OF CAL TXBL REV BONDS DTD 03/14/2013 0.659% 05/15/2016	91412GPX7	100,000.00	AA	Aa2	02/28/13	03/14/13	100,000.00	0.66	84.21	100,000.00	100,061.00
Security Type Sub-Total		450,000.00					450,000.00	0.69	320.09	450,000.00	450,579.25
Federal Agency Collateralized Mortgage Obligation											
FNMA SERIES 2012-M13 ASQ2 DTD 09/01/2012 1.246% 08/01/2017	3136A8G38	592,770.26	AA+	Aaa	06/18/15	06/23/15	594,969.99	0.99	615.49	593,744.95	595,747.15
FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	170,000.00	AA+	Aaa	04/15/15	04/30/15	171,699.39	0.83	219.58	170,778.96	171,268.37
Security Type Sub-Total		762,770.26					766,669.38	0.95	835.07	764,523.91	767,015.52
Federal Agency Bond / Note											
FNMA NOTES DTD 08/19/2011 1.250% 09/28/2016	3135G0CM3	280,000.00	AA+	Aaa	10/01/13	10/03/13	284,135.60	0.75	904.17	281,730.57	282,700.60
FNMA NOTES DTD 08/19/2011 1.250% 09/28/2016	3135G0CM3	415,000.00	AA+	Aaa	10/01/13	10/03/13	421,227.53	0.74	1,340.10	417,605.78	419,002.68
FHLB NOTES DTD 08/07/2014 0.500% 09/28/2016	3130A2T97	975,000.00	AA+	Aaa	08/06/14	08/07/14	972,806.25	0.61	1,259.38	973,724.44	975,231.08
FHLB GLOBAL NOTES DTD 05/15/2015 0.625% 05/30/2017	3130A5EP0	710,000.00	AA+	Aaa	05/14/15	05/15/15	709,410.70	0.67	382.12	709,447.12	708,550.89
FREDDIE MAC GLOBAL NOTES DTD 06/25/2012 1.000% 07/28/2017	3137EADJ5	755,000.00	AA+	Aaa	08/12/14	08/14/14	754,949.41	1.00	3,208.75	754,964.87	758,516.04
Security Type Sub-Total		3,135,000.00					3,142,529.49	0.75	7,094.52	3,137,472.78	3,144,001.29



Managed Account Detail of Securities Held

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
PEPSICO INC GLOBAL NOTES DTD 02/28/2013 0.700% 02/26/2016	713448CE6	285,000.00	A	A1	02/25/13	02/28/13	284,900.25	0.71	692.71	284,978.03	285,173.57
JPMORGAN CHASE & CO GLOBAL NOTES DTD 02/26/2013 1.125% 02/26/2016	46623EJU4	800,000.00	A	A3	02/21/13	02/26/13	799,032.00	1.17	3,125.00	799,786.58	802,304.00
GLAXOSMITHKLINE CAP INC GLOBAL NOTES DTD 03/18/2013 0.700% 03/18/2016	377372AG2	550,000.00	A+	A2	09/27/13	10/02/13	549,609.50	0.73	1,101.53	549,886.12	550,853.05
TOYOTA MOTOR CREDIT CORP DTD 05/17/2013 0.800% 05/17/2016	89236TAL9	385,000.00	AA-	Aa3	05/14/13	05/17/13	384,842.15	0.81	376.44	384,953.43	385,251.02
WELLS FARGO & COMPANY DTD 07/29/2013 1.250% 07/20/2016	94974BFL9	545,000.00	A+	A2	07/22/13	07/29/13	544,476.80	1.28	3,046.70	544,812.42	547,309.71
BERKSHIRE HATHAWAY FIN GLOBAL NOTES DTD 08/15/2013 0.950% 08/15/2016	084664BX8	490,000.00	AA	Aa2	08/06/13	08/15/13	489,740.30	0.97	1,758.56	489,901.99	491,028.51
AMERICAN HONDA FINANCE GLOBAL NOTES DTD 10/10/2013 1.125% 10/07/2016	02665WAB7	315,000.00	A+	A1	10/03/13	10/10/13	313,903.80	1.24	826.88	314,531.01	315,900.59
PEPSICO CORP NOTES DTD 02/28/2014 0.950% 02/22/2017	713448CL0	675,000.00	A	A1	02/25/14	02/28/14	674,230.50	0.99	2,297.81	674,572.85	674,946.68
APPLE INC CORP NOTE DTD 05/06/2014 1.050% 05/05/2017	037833AM2	900,000.00	AA+	Aa1	04/29/14	05/06/14	899,523.00	1.07	1,443.75	899,704.74	902,692.80
JOHN DEERE CAPITAL CORP NOTES DTD 06/12/2014 1.125% 06/12/2017	24422ESN0	560,000.00	A	A2	06/09/14	06/12/14	559,736.80	1.14	332.50	559,828.15	560,375.76
HSBC USA INC DTD 06/23/2014 1.300% 06/23/2017	40434CAA3	300,000.00	A	A2	06/16/14	06/23/14	299,544.00	1.35	86.67	299,697.32	299,856.30
CATERPILLAR FINANCIAL SE DTD 08/20/2014 1.250% 08/18/2017	14912L6D8	395,000.00	A	A2	08/13/14	08/20/14	394,802.50	1.27	1,824.13	394,858.67	395,618.57
AMERICAN EXPRESS CREDIT CORP NOTES DTD 09/23/2014 1.550% 09/22/2017	0258MODR7	200,000.00	A-	A2	09/18/14	09/23/14	199,732.00	1.60	852.50	199,799.85	200,651.60
IBM CORP NOTES DTD 02/06/2015 1.125% 02/06/2018	459200HZ7	900,000.00	AA-	Aa3	02/03/15	02/06/15	897,255.00	1.23	4,078.13	897,617.93	894,285.00



Managed Account Detail of Securities Held

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
MCDONALDS CORP NOTES DTD 02/29/2008 5.350% 03/01/2018	58013MEE0	325,000.00	A-	A3	04/01/15	04/07/15	362,612.25	1.27	5,795.83	359,635.96	356,292.95
EXXON MOBIL CORP NOTES DTD 03/06/2015 1.305% 03/06/2018	30231GAL6	750,000.00	AAA	Aaa	03/04/15	03/06/15	750,000.00	1.31	3,126.56	750,000.00	749,391.00
AMERICAN HONDA FINANCE CORP NOTES DTD 03/13/2015 1.500% 03/13/2018	02665WAT8	335,000.00	A+	A1	03/10/15	03/13/15	334,551.10	1.55	1,507.50	334,595.13	335,033.50
CONOCOPHILLIPS COMPANY CORP NOTE DTD 05/18/2015 1.500% 05/15/2018	20826FAL0	125,000.00	A	A1	05/13/15	05/18/15	124,985.00	1.50	223.96	124,985.58	124,909.13
BANK OF NEW YORK MELLON CORP DTD 05/29/2015 1.600% 05/22/2018	06406HDB2	725,000.00	A+	A1	05/22/15	05/29/15	724,934.75	1.60	1,031.11	724,936.53	724,572.25
CISCO SYSTEMS INC CORP NOTE DTD 06/17/2015 1.650% 06/15/2018	17275RAU6	625,000.00	AA-	A1	06/10/15	06/17/15	624,893.75	1.66	401.04	624,895.09	627,220.63
Security Type Sub-Total		10,185,000.00					10,213,305.45	1.21	33,929.31	10,213,977.38	10,223,666.62
Certificate of Deposit											
WESTPAC BANKING CORP NY LT FLOAT CD DTD 04/17/2014 0.455% 04/15/2016	96121TWF1	725,000.00	AA-	Aa2	04/16/14	04/17/14	725,000.00	0.41	706.03	725,000.00	725,438.63
BANK OF NOVA SCOTIA HOUS CD FLOAT DTD 06/13/2014 0.462% 06/10/2016	06417HMU7	725,000.00	A+	Aa2	06/11/14	06/13/14	724,562.10	0.28	195.47	724,792.48	724,885.45
HSBC BANK USA NA CD DTD 02/13/2015 0.880% 08/15/2016	40428AC54	550,000.00	A-1+	P-1	02/11/15	02/13/15	550,000.00	0.88	1,855.33	550,000.00	550,343.75
CANADIAN IMPERIAL BANK NY YCD DTD 04/10/2015 1.010% 04/06/2017	13606JYY9	725,000.00	A-1	P-1	04/06/15	04/10/15	725,000.00	1.01	1,647.56	725,000.00	723,803.75
RABOBANK NEDERLAND NV CERT DEPOS DTD 04/27/2015 1.070% 04/21/2017	21684BXH2	900,000.00	A-1	P-1	04/22/15	04/27/15	900,000.00	1.07	1,712.00	900,000.00	897,354.00
NORDEA BANK FINLAND NY CD DTD 05/29/2015 1.150% 05/26/2017	65558LFA5	725,000.00	AA-	Aa3	05/27/15	05/29/15	725,000.00	1.15	764.27	725,000.00	722,915.63
TORONTO DOMINION BANK NY YCD DTD 06/19/2015 1.240% 06/16/2017	89113ESN7	725,000.00	AA-	Aa1	06/16/15	06/19/15	725,000.00	1.25	299.67	725,000.00	724,996.38



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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Certificate of Deposit											
US BANK NA CINCINNATI (CALLABLE) CD DTD 09/11/2014 1.375% 09/11/2017	90333VPF1	725,000.00	AA-	Aa3	09/09/14	09/11/14	723,832.75	1.41	3,046.01	724,144.80	724,595.45
Security Type Sub-Total		5,800,000.00					5,798,394.85	0.94	10,226.34	5,798,937.28	5,794,333.04
Managed Account Sub-Total		36,007,770.26					36,082,395.86	0.92	73,274.03	36,038,268.60	36,084,867.70
Securities Sub-Total		\$36,007,770.26					\$36,082,395.86	0.92%	\$73,274.03	\$36,038,268.60	\$36,084,867.70
Accrued Interest											\$73,274.03
Total Investments											\$36,158,141.73



Managed Account Fair Market Value & Analytics

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CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 06/30/2009 3.250% 06/30/2016	912828KZ2	375,000.00	BNP PARI		102.88	385,781.25	(20,419.92)	632.32	0.99	0.99	0.37
US TREASURY NOTES DTD 08/31/2011 1.000% 08/31/2016	912828RF9	485,000.00	MORGANST		100.72	488,486.18	(2,633.15)	614.39	1.16	1.16	0.38
US TREASURY NOTES DTD 11/30/2011 0.875% 11/30/2016	912828RU6	1,775,000.00	CITIGRP		100.59	1,785,399.73	(3,328.79)	4,056.91	1.41	1.41	0.46
US TREASURY NOTES DTD 11/30/2011 0.875% 11/30/2016	912828RU6	2,080,000.00	BARCLAYS		100.59	2,092,186.72	(5,688.28)	3,692.25	1.41	1.41	0.46
US TREASURY NOTES DTD 01/03/2012 0.875% 12/31/2016	912828RX0	1,150,000.00	MERRILL		100.59	1,156,737.85	2,425.35	3,596.30	1.49	1.49	0.48
US TREASURY NOTES DTD 05/31/2012 0.625% 05/31/2017	912828SY7	2,000,000.00	CITIGRP		99.98	1,999,688.00	10,781.75	6,820.34	1.90	1.90	0.63
US TREASURY NOTES DTD 07/02/2012 0.750% 06/30/2017	912828TB6	675,000.00	MORGANST		100.20	676,318.28	2,003.82	1,834.01	1.98	1.98	0.65
US TREASURY NOTES DTD 07/31/2012 0.500% 07/31/2017	912828TG5	700,000.00	BARCLAYS		99.65	697,538.80	3,390.36	2,476.10	2.07	2.07	0.67
US TREASURY NOTES DTD 07/31/2012 0.500% 07/31/2017	912828TG5	1,900,000.00	WELLSFAR		99.65	1,893,319.60	(668.68)	(1,643.46)	2.07	2.07	0.67
US TREASURY NOTES DTD 09/30/2010 1.875% 09/30/2017	912828PA2	690,000.00	MORGANST		102.53	707,465.28	161.37	4,741.49	2.20	2.20	0.74
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	700,000.00	MERRILL		99.49	696,445.40	1,503.99	1,068.56	2.71	2.71	0.94
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	1,150,000.00	JPMCHASE		99.49	1,144,160.30	2,515.77	1,796.56	2.71	2.71	0.94
US TREASURY NOTES DTD 04/01/2013 0.750% 03/31/2018	912828UU2	1,195,000.00	MORGANST		99.49	1,188,931.79	4,481.40	3,336.15	2.71	2.71	0.94
US TREASURY NOTES DTD 04/30/2013 0.625% 04/30/2018	912828UZ1	800,000.00	JPMCHASE		99.10	792,812.80	(749.70)	(1,107.19)	2.80	2.80	0.95
Security Type Sub-Total		15,675,000.00				15,705,271.98	(6,224.71)	31,914.73	1.95	1.95	0.65
Municipal Bond / Note											
CA ST DEPT OF WATER TXBL REV BONDS DTD 09/27/2012 0.650% 12/01/2015	13066KX87	275,000.00	MORGANST		100.11	275,297.00	297.00	297.00	0.42	0.42	0.39



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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
Municipal Bond / Note											
UNIV OF CAL TXBL REV BONDS DTD 10/02/2013 0.907% 05/15/2016	91412GSX4	75,000.00	BARCLAYS		100.30	75,221.25	221.25	221.25	0.87	0.87	0.57
UNIV OF CAL TXBL REV BONDS DTD 03/14/2013 0.659% 05/15/2016	91412GPX7	100,000.00	JPMCHASE		100.06	100,061.00	61.00	61.00	0.87	0.87	0.59
Security Type Sub-Total		450,000.00				450,579.25	579.25	579.25	0.59	0.59	0.47
Federal Agency Collateralized Mortgage Obligation											
FNMA SERIES 2012-M13 ASQ2 DTD 09/01/2012 1.246% 08/01/2017	3136A8G38	592,770.26	MORGANST		100.50	595,747.15	777.16	2,002.20	1.87	1.11	0.72
FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	170,000.00	GOLDMAN		100.75	171,268.37	(431.02)	489.41	2.57	1.44	0.96
Security Type Sub-Total		762,770.26				767,015.52	346.14	2,491.61	2.03	1.18	0.77
Federal Agency Bond / Note											
FNMA NOTES DTD 08/19/2011 1.250% 09/28/2016	3135G0CM3	280,000.00	BARCLAYS		100.96	282,700.60	(1,435.00)	970.03	1.23	1.23	0.47
FNMA NOTES DTD 08/19/2011 1.250% 09/28/2016	3135G0CM3	415,000.00	BNP PARI		100.96	419,002.68	(2,224.85)	1,396.90	1.23	1.23	0.47
FHLB NOTES DTD 08/07/2014 0.500% 09/28/2016	3130A2T97	975,000.00	MORGANST		100.02	975,231.08	2,424.83	1,506.64	1.24	1.24	0.48
FHLB GLOBAL NOTES DTD 05/15/2015 0.625% 05/30/2017	3130A5EP0	710,000.00	CITIGRP		99.80	708,550.89	(859.81)	(896.23)	1.90	1.90	0.73
FREDDIE MAC GLOBAL NOTES DTD 06/25/2012 1.000% 07/28/2017	3137EADJ5	755,000.00	BARCLAYS		100.47	758,516.04	3,566.63	3,551.17	2.05	2.05	0.77
Security Type Sub-Total		3,135,000.00				3,144,001.29	1,471.80	6,528.51	1.58	1.58	0.61
Corporate Note											
PEPSICO INC GLOBAL NOTES DTD 02/28/2013 0.700% 02/26/2016	713448CE6	285,000.00	JPMCHASE		100.06	285,173.57	273.32	195.54	0.65	0.65	0.61
JPMORGAN CHASE & CO GLOBAL NOTES DTD 02/26/2013 1.125% 02/26/2016	46623EJU4	800,000.00	JPMCHASE		100.29	802,304.00	3,272.00	2,517.42	0.65	0.65	0.68



Managed Account Fair Market Value & Analytics

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
Corporate Note											
GLAXOSMITHKLINE CAP INC GLOBAL NOTES DTD 03/18/2013 0.700% 03/18/2016	377372AG2	550,000.00	RBC CAP		100.16	550,853.05	1,243.55	966.93	0.71	0.71	0.48
TOYOTA MOTOR CREDIT CORP DTD 05/17/2013 0.800% 05/17/2016	89236TAL9	385,000.00	CITIGRP		100.07	385,251.02	408.87	297.59	0.88	0.88	0.73
WELLS FARGO & COMPANY DTD 07/29/2013 1.250% 07/20/2016	94974BFL9	545,000.00	WELLSFAR		100.42	547,309.71	2,832.91	2,497.29	1.04	1.04	0.85
BERKSHIRE HATHAWAY FIN GLOBAL NOTES DTD 08/15/2013 0.950% 08/15/2016	084664BX8	490,000.00	WELLSFAR		100.21	491,028.51	1,288.21	1,126.52	1.11	1.11	0.76
AMERICAN HONDA FINANCE GLOBAL NOTES DTD 10/10/2013 1.125% 10/07/2016	02665WAB7	315,000.00	BARCLAYS		100.29	315,900.59	1,996.79	1,369.58	1.26	1.26	0.90
PEPSICO CORP NOTES DTD 02/28/2014 0.950% 02/22/2017	713448CL0	675,000.00	CITIGRP		99.99	674,946.68	716.18	373.83	1.62	1.62	0.95
APPLE INC CORP NOTE DTD 05/06/2014 1.050% 05/05/2017	037833AM2	900,000.00	DEUTSCHE		100.30	902,692.80	3,169.80	2,988.06	1.82	1.82	0.89
JOHN DEERE CAPITAL CORP NOTES DTD 06/12/2014 1.125% 06/12/2017	24422ESN0	560,000.00	HSBC		100.07	560,375.76	638.96	547.61	1.92	1.92	1.09
HSBC USA INC DTD 06/23/2014 1.300% 06/23/2017	40434CAA3	300,000.00	HSBC		99.95	299,856.30	312.30	158.98	1.95	1.95	1.32
CATERPILLAR FINANCIAL SE DTD 08/20/2014 1.250% 08/18/2017	14912L6D8	395,000.00	CITIGRP		100.16	395,618.57	816.07	759.90	2.09	2.09	1.18
AMERICAN EXPRESS CREDIT CORP NOTES DTD 09/23/2014 1.550% 09/22/2017	0258MODR7	200,000.00	DEUTSCHE		100.33	200,651.60	919.60	851.75	2.17	2.17	1.40
IBM CORP NOTES DTD 02/06/2015 1.125% 02/06/2018	459200HZ7	900,000.00	CITIGRP		99.37	894,285.00	(2,970.00)	(3,332.93)	2.54	2.54	1.37
MCDONALDS CORP NOTES DTD 02/29/2008 5.350% 03/01/2018	58013MEE0	325,000.00	SUSQUEHA		109.63	356,292.95	(6,319.30)	(3,343.01)	2.47	2.47	1.65
EXXON MOBIL CORP NOTES DTD 03/06/2015 1.305% 03/06/2018	30231GAL6	750,000.00	JPMCHASE		99.92	749,391.00	(609.00)	(609.00)	2.62	2.62	1.34
AMERICAN HONDA FINANCE CORP NOTES DTD 03/13/2015 1.500% 03/13/2018	02665WAT8	335,000.00	MORGANST		100.01	335,033.50	482.40	438.37	2.63	2.63	1.50





Managed Account Fair Market Value & Analytics

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	Duration to Worst at Mkt	YTM
Corporate Note											
CONOCOPHILLIPS COMPANY CORP NOTE DTD 05/18/2015 1.500% 05/15/2018	20826FAL0	125,000.00	MERRILL		99.93	124,909.13	(75.87)	(76.45)	2.80	2.80	1.53
BANK OF NEW YORK MELLON CORP DTD 05/29/2015 1.600% 05/22/2018	06406HDB2	725,000.00	GOLDMAN		99.94	724,572.25	(362.50)	(364.28)	2.81	2.81	1.62
CISCO SYSTEMS INC CORP NOTE DTD 06/17/2015 1.650% 06/15/2018	17275RAU6	625,000.00	GOLDMAN		100.36	627,220.63	2,326.88	2,325.54	2.88	2.88	1.53
Security Type Sub-Total		10,185,000.00				10,223,666.62	10,361.17	9,689.24	1.84	1.84	1.10
Certificate of Deposit											
WESTPAC BANKING CORP NY LT FLOAT CD DTD 04/17/2014 0.455% 04/15/2016	96121TWF1	725,000.00	GOLDMAN		100.06	725,438.63	438.63	438.63	0.25	0.79	0.38
BANK OF NOVA SCOTIA HOUS CD FLOAT DTD 06/13/2014 0.462% 06/10/2016	06417HMU7	725,000.00	GOLDMAN		99.98	724,885.45	323.35	92.97	0.25	0.95	0.48
HSBC BANK USA NA CD DTD 02/13/2015 0.880% 08/15/2016	40428AC54	550,000.00	HSBC		100.06	550,343.75	343.75	343.75	1.13	1.13	0.43
CANADIAN IMPERIAL BANK NY YCD DTD 04/10/2015 1.010% 04/06/2017	13606JYY9	725,000.00	GOLDMAN		99.84	723,803.75	(1,196.25)	(1,196.25)	1.76	1.76	1.10
RABOBANK NEDERLAND NV CERT DEPOS DTD 04/27/2015 1.070% 04/21/2017	21684BXH2	900,000.00	GOLDMAN		99.71	897,354.00	(2,646.00)	(2,646.00)	1.80	1.80	1.22
NORDEA BANK FINLAND NY CD DTD 05/29/2015 1.150% 05/26/2017	65558LFA5	725,000.00	MERRILL		99.71	722,915.63	(2,084.37)	(2,084.37)	1.90	1.90	1.25
TORONTO DOMINION BANK NY YCD DTD 06/19/2015 1.240% 06/16/2017	89113ESN7	725,000.00	TD SEC U		100.00	724,996.38	(3.62)	(3.62)	1.94	1.94	1.25
US BANK NA CINCINNATI (CALLABLE) CD DTD 09/11/2014 1.375% 09/11/2017	90333VPF1	725,000.00	US BANK	08/11/17	99.94	724,595.45	762.70	450.65	2.19	2.19	1.37
Security Type Sub-Total		5,800,000.00				5,794,333.04	(4,061.81)	(4,604.24)	1.42	1.58	0.96
Managed Account Sub-Total		36,007,770.26				36,084,867.70	2,471.84	46,599.10	1.79	1.79	0.82



Managed Account Fair Market Value & Analytics

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Securities Sub-Total	\$36,007,770.26	\$36,084,867.70	\$2,471.84	\$46,599.10	1.79	1.79	0.82%
Accrued Interest		\$73,274.03					
Total Investments		\$36,158,141.73					



Managed Account Security Transactions & Interest

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Transaction Type		Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
Trade	Settle									
BUY										
06/10/15	06/17/15	CISCO SYSTEMS INC CORP NOTE DTD 06/17/2015 1.650% 06/15/2018	17275RAU6	625,000.00	(624,893.75)	0.00	(624,893.75)			
06/16/15	06/19/15	TORONTO DOMINION BANK NY YCD DTD 06/19/2015 1.240% 06/16/2017	89113ESN7	725,000.00	(725,000.00)	0.00	(725,000.00)			
06/18/15	06/23/15	FNMA SERIES 2012-M13 ASQ2 DTD 09/01/2012 1.246% 08/01/2017	3136A8G38	592,770.26	(594,969.99)	(451.36)	(595,421.35)			

Transaction Type Sub-Total				1,942,770.26	(1,944,863.74)	(451.36)	(1,945,315.10)			
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INTEREST										
06/01/15	06/01/15	CA ST DEPT OF WATER TXBL REV BONDS DTD 09/27/2012 0.650% 12/01/2015	13066KX87	275,000.00	0.00	893.75	893.75			
06/01/15	06/25/15	FNMA SERIES 2015-M7 ASQ2 DTD 04/01/2015 1.550% 04/01/2018	3136ANJY4	170,000.00	0.00	219.58	219.58			
06/10/15	06/10/15	BANK OF NOVA SCOTIA HOUS CD FLOAT DTD 06/13/2014 0.462% 06/10/2016	06417HMU7	725,000.00	0.00	823.75	823.75			
06/12/15	06/12/15	JOHN DEERE CAPITAL CORP NOTES DTD 06/12/2014 1.125% 06/12/2017	24422ESN0	560,000.00	0.00	3,150.00	3,150.00			
06/23/15	06/23/15	HSBC USA INC DTD 06/23/2014 1.300% 06/23/2017	40434CAA3	300,000.00	0.00	1,950.00	1,950.00			
06/30/15	06/30/15	US TREASURY NOTES DTD 06/30/2009 3.250% 06/30/2016	912828KZ2	375,000.00	0.00	6,093.75	6,093.75			
06/30/15	06/30/15	US TREASURY NOTES DTD 07/02/2012 0.750% 06/30/2017	912828TB6	675,000.00	0.00	2,531.25	2,531.25			
06/30/15	06/30/15	US TREASURY NOTES DTD 01/03/2012 0.875% 12/31/2016	912828RX0	1,150,000.00	0.00	5,031.25	5,031.25			

Transaction Type Sub-Total				4,230,000.00	0.00	20,693.33	20,693.33			
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SELL										
06/10/15	06/17/15	US TREASURY NOTES DTD 12/31/2012 0.750% 12/31/2017	912828UE8	200,000.00	198,906.25	696.13	199,602.38	484.38	210.54	SPEC LOT



Managed Account Security Transactions & Interest

For the Month Ending **June 30, 2015**

CITY OF LAKEWOOD - 51260100

Transaction Type					Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
SELL										
06/10/15	06/17/15	US TREASURY NOTES DTD 09/30/2010 1.875% 09/30/2017	912828PA2	410,000.00	419,241.02	1,638.32	420,879.34	(1,041.01)	1,553.38	SPEC LOT
06/16/15	06/19/15	US TREASURY NOTES DTD 07/02/2012 0.750% 06/30/2017	912828TB6	725,000.00	725,226.56	2,553.52	727,780.08	962.89	789.59	SPEC LOT
06/23/15	06/23/15	US TREASURY NOTES DTD 06/30/2009 3.250% 06/30/2016	912828KZ2	570,000.00	586,654.69	8,904.28	595,558.97	(30,771.10)	888.40	SPEC LOT
Transaction Type Sub-Total				1,905,000.00	1,930,028.52	13,792.25	1,943,820.77	(30,364.84)	3,441.91	
Managed Account Sub-Total						(14,835.22)	34,034.22	19,199.00	(30,364.84)	3,441.91
Total Security Transactions						(\$14,835.22)	\$34,034.22	\$19,199.00	(\$30,364.84)	\$3,441.91

DIVIDER SHEET

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Community Safety Commission Recommendation -- Disabled Person Parking

INTRODUCTION

The Community Safety Commission met on July 13, 2015, to consider various community safety matters that included the consideration of requests for disabled person parking at 5646 Lakewood Boulevard and at 4327 Hungerford Street.

STATEMENT OF FACT


A request was received from the resident at 5646 Lakewood Blvd to have a disabled person parking space installed on the Pepperwood Avenue side of her house. This allows her to enter and exit her house through a side entrance where there are not any steps to deal with. This is a corner house with the garage on the side with a typical driveway that cannot be parked in without overhanging onto the sidewalk. Staff verified the placard for this address and visited the site to find that parking was limited and vehicles parked on the street appeared to belong to residents of the neighborhood and to employees of the nearby businesses.

A request was received from the resident at 4327 Hungerford Street for a disabled person parking space. There are two people at this address that have disabled person placards and their driveway is not wide enough to enter and exit the vehicle if the car is parked between the fence and the house. Staff verified the placards for two residents at this address and this location was monitored to find that occasionally, some parking was available and the vehicles parked on the street appeared to belong to residents of the neighborhood.

RECOMMENDATION

The Community Safety Commission recommends that the City Council adopt the attached resolutions authorizing installation of disabled person designated parking at 5646 Lakewood Boulevard and 4327 Hungerford Street.

Lisa Ann Rapp 
Director of Public Works

Howard L. Chambers 
City Manager

RESOLUTION NO. 2015-36

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAKEWOOD ESTABLISHING DISABLED PERSON
DESIGNATED PARKING ON THE SOUTH SIDE OF
PEPPERWOOD AVENUE WITHIN THE CITY OF
LAKEWOOD

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

SECTION 1. This Resolution is enacted pursuant to Section 21458 and 22507 of the Vehicle Code of the State of California, and Section 3250.2 of the Lakewood Municipal Code.

SECTION 2. Disabled person designated parking is hereby established on the south side of Pepperwood Avenue, beginning sixty (60) feet east of the eastern curb line of Lakewood Boulevard, East Service Road, continuing east for a distance of twenty (20) feet within the City of Lakewood. No vehicle shall stop, stand or park in said parking restriction unless displaying a special identification license plate or placard issued by the Department of Motor Vehicles pursuant to Section 22511.55 of the California Vehicle Code.

SECTION 3. This resolution shall be effective as long as said restriction is painted and posted in accordance with the requirements of Vehicle Code Section 22511.7 of the California Vehicle Code. In addition, this resolution shall be in effect only as long as Christine Hogan, a physically disabled person, occupies the house at 5646 Lakewood Boulevard.

SECTION 4. This resolution has been adopted pursuant to a Community Safety Commission recommendation.

ADOPTED AND APPROVED this 28th day of July, 2015.

Mayor

ATTEST:

City Clerk

RESOLUTION NO. 2015-37

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAKEWOOD ESTABLISHING DISABLED PERSON
DESIGNATED PARKING ON THE NORTH SIDE OF
HUNGERFORD STREET WITHIN THE CITY OF LAKEWOOD

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

SECTION 1. This Resolution is enacted pursuant to Section 21458 and 22507 of the Vehicle Code of the State of California, and Section 3250.2 of the Lakewood Municipal Code.

SECTION 2. Disabled person designated parking is hereby established on the north side of Hungerford Street, beginning eighty (80) feet east of the eastern curb line of Pepperwood Avenue, continuing east for a distance of (20) feet within the City of Lakewood. No vehicle shall stop, stand or park in said parking restriction unless displaying a special identification license plate or placard issued by the Department of Motor Vehicles pursuant to Section 22511.55 of the California Vehicle Code.

SECTION 3. This resolution shall be effective as long as said restriction is painted and posted in accordance with the requirements of Vehicle Code Section 22511.7 of the California Vehicle Code. In addition, this resolution shall be in effect only as long as Chastity Carvel, a physically disabled person, occupies the house at 4327 Hungerford Street.

SECTION 4. This resolution has been adopted pursuant to a Community Safety Commission recommendation.

ADOPTED AND APPROVED this 28th day of July, 2015.

Mayor

ATTEST:

City Clerk

D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Approval for Design Services at Intersection of Del Amo and Lakewood

INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (LACMTA) has allocated \$3,320,000 to the City of Lakewood for intersection improvements at Del Amo and Lakewood Boulevards. Staff has obtained a proposal for engineering design services for the project.

STATEMENT OF FACT

Metro completed a Feasibility Study which analyzed improvement alternatives for congestion hot spots along the SR-91, I-605, and I-405 corridors. Conceptual geometric plans, cost estimates and a preliminary environmental review were prepared for each of the "Hot Spots". The intersection of Del Amo and Lakewood Boulevards was identified as a "Hot Spot".

The project will construct an additional left-turn lane in each direction, widen the west side of Lakewood Boulevard as it crosses the open drainage channel south of Del Amo Boulevard, modify the traffic signal and other related work. The construction phase is estimated to begin in early 2016 and take about 6 months.

On May 27, 2014, the City Council approved an Agreement with LACMTA that designates \$3,320,000 for the intersection. At the same meeting, Willdan was approved to do Project Approval services and Environmental Documentation. No local match is required.

The consulting engineering firm of Willdan has an agreement with the City of Lakewood to assist with various engineering matters and has submitted a proposal to provide engineering design services for the improvements at Del Amo and Lakewood Boulevards for a fee of \$298,400.

RECOMMENDATION

That the City Council authorize staff to execute Willdan's proposal to provide engineering design services under their existing Agreement for Engineering Services, for the Intersection Improvement Project at Del Amo and Lakewood Boulevards, in an amount of \$298,400.

Lisa Ann Rapp *LAR*
Director of Public Works

Howard L. Chambers
City Manager *W*

DIVIDER SHEET

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Lease-Purchase of a Robinson R44 Raven II Police Helicopter

INTRODUCTION

The Deputy City Manager has determined a need to purchase a replacement helicopter for the City's Sky Knight Program. At the June 23, 2015 Council Meeting the Deputy City Manager reported to the Council that the City of El Monte has a surplus Robinson R44 Raven II helicopter that they are interested in selling. The Council at this same meeting appropriated funds and authorized the City Manager to proceed with the purchase of the City of El Monte's surplus helicopter.

STATEMENT OF FACT

The City of El Monte has a Lease-Purchase Agreement #4468 with Marquette Bank for the surplus helicopter. Staff recommends that the City enter into an Agreement with Marquette Bank to assume the lease payments on Agreement #4468 commencing August 1, 2015 and extending through August 1, 2021. Below is the payment schedule:

Year	Date	Interest	Principal	Total	Purchase Option
1	8/1/2015	\$ 16,256.15	\$ 33,615.65	\$ 49,871.80	\$ 308,353.84
2	8/1/2016	\$ 14,307.45	\$ 35,564.35	\$ 49,871.80	\$ 269,726.01
3	8/1/2017	\$ 12,245.78	\$ 37,626.02	\$ 49,871.80	\$ 229,417.87
4	8/1/2018	\$ 10,064.60	\$ 39,807.20	\$ 49,871.80	\$ 187,356.32
5	8/1/2019	\$ 7,756.98	\$ 42,114.82	\$ 49,871.80	\$ 143,465.10
6	8/1/2020	\$ 5,315.58	\$ 44,556.22	\$ 49,871.80	\$ 97,664.61
7	8/1/2021	\$ 2,732.67	\$ 47,139.13	\$ 49,871.80	\$ 49,872.80
		\$ 68,679.21	\$ 280,423.39	\$ 349,102.60	

Total interest cost \$ 40,748.76

Simple interest over 7 years 1.9%

Attached is a Resolution to effectuate the assignment of Lease-Purchase Agreement #4468 to the City of Lakewood.

STAFF RECOMMENDATION

Staff respectfully recommends that the City Council take the following actions:

- Approve the Resolution assigning Lease-Purchase Agreement #4468 with Marquette Bank to the City of Lakewood

Lease Purchase of Helicopter

July 28, 2015

Page Two

- Authorize the City Manager to execute such documents and to take such action as may be necessary to effectuate the assignment to the City of Lakewood the Lease-Purchase Agreement #4468 with Marquette Bank
- Authorize the City Manager to execute such documents and to take such action as may be necessary for the purchase/acceptance of the Robinson R44 Raven II Police Helicopter



Diane Perkin
Director of Administrative Services



Howard L. Chambers
City Manager



STEVEN N. SKOLNIK, Of Counsel
14570 Gallaudet Place, Pacific Palisades, CA 90272
(310) 459-3418 * FAX (310) 606-2775 * EMAIL sskolniklaw@gmail.com

July 28, 2015

Marquette Bank
10000 W. 151st St.
Orland Park, IL 60462

RE: Assignment and Assumption Agreement regarding Municipal Lease-
Purchase Agreement No. 4468

Dear Marquette Bank:

I am legal counsel for the City of Lakewood with respect to the Assignment and Assumption Agreement by and between the City of El Monte, the City of Lakewood, and Marquette Bank (the "Agreement"), which concerns Municipal Lease-Purchase Agreement No. 4468 (the "Lease"). I have reviewed the Agreement, Lease, Quit Claim Bill of Sale, Resolution, Agreement to Provide Insurance, Acceptance Certificate, and other related documents. I am of the opinion that:

1. The City of Lakewood is a political subdivision or agency of the State of California with the requisite power and authority to incur obligations, the interest on which is exempt from taxation by virtue of Section 103(a) of the Internal Revenue Code of 1986;
2. The execution, delivery, and performance by the City of Lakewood of the Agreement, Lease, Quit Claim Bill of Sale, Agreement to Provide Insurance, and Acceptance Certificate have been duly authorized by all necessary action on the part of the City of Lakewood, in accordance with all open meeting laws, public bidding laws, and all other applicable state and federal laws;

3. The Agreement and Lease constitute legal, valid, and binding obligations of the City of Lakewood to Marquette Bank, enforceable in accordance with their terms, and are not void or voidable for any reason;
4. There is no proceeding pending or threatened in any court or before any governmental authority or arbitration board or tribunal that, if adversely determined, would adversely affect the transaction contemplated by the Agreement and Lease, or the interest of Marquette Bank in the Equipment, as that term is defined in the Agreement;
5. Provided herewith is a Resolution regarding the Agreement, Lease, Quit Claim Bill of Sale, Agreement to Provide Insurance, and Acceptance Certificate, prepared by my firm, which has been duly executed and authorized by all necessary action on the part of the City of Lakewood.
6. Contemporaneously with the execution of the Agreement, the City of Lakewood shall file a Form 8038-G with the Internal Revenue Service regarding its obligation under the Lease, and shall provide a copy of the filed Form 8038-G to Marquette Bank upon filing.
7. Marquette Bank is relying upon the above opinions to enter into the Agreement.

Sincerely,

Steven N. Skolnik

RESOLUTION NO. 2015-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAKEWOOD AUTHORIZING THE ASSIGNMENT OF
MARQUETTE BANK LEASE-PURCHASE AGREEMENT
#4468 FOR THE PURCHASE OF A ROBINSON R44 RAVEN II
POLICE HELICOPTER

WHEREAS, the City of Lakewood (City) operates an airborne law enforcement program called Sky Knight; and

WHEREAS, the City desires to replace one of its helicopters in the Sky Knight Program; and

WHEREAS, the City of El Monte wishes to sell its Robinson R44 Raven II Police Helicopter (Helicopter) via assignment of its Lease-Purchase Agreement with Marquette Bank to the City; and

WHEREAS, the City wishes to assume and accept assignment of all of the City of El Monte's right, title and interest in the Helicopter, and obligations under the Lease-Purchase Agreement #4468 with Marquette Bank; and

WHEREAS, the City Attorney for the City has reviewed the Agreement, Lease, Quit Claim Bill of Sale, Resolution, Agreement to Provide Insurance, Acceptance Certificate, and other related documents.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

SECTION 1. The City Manager is authorized and directed to execute on behalf of the City Council the Assignment and Assumption Agreement of the Helicopter attached as Exhibit A.

SECTION 2. The City Manager is authorized to acknowledge the Quit Claim Bill of Sale of the Helicopter once executed by the City of El Monte attached as Exhibit B.

SECTION 3. The City Manager is authorized to execute the Acceptance Certificate of the Helicopter, attached as Exhibit C, at such time when all the provisions in the Certificate are met.

SECTION 4. The City Manager is directed to attain insurance and authorized to execute the Agreement to Provide Insurance for the Helicopter, Attached as Exhibit D.

SECTION 5. City Manager is authorized to execute any additional documents that may be necessary in order to accomplish the purposes of this Resolution subject to approval as to form by the City Attorney.

SECTION 6. The City Clerk is directed to certify the adoption of this resolution.

ADOPTED AND APPROVED THIS 28TH DAY OF JULY, 2015.

ATTEST:

Mayor

City Clerk

ASSIGNMENT AND ASSUMPTION AGREEMENT

This Assignment and Assumption Agreement (the "Agreement") is made this _____ day of July, 2015, by and between the City of El Monte, 11333 Valley Blvd., El Monte, CA 91731; the City of Lakewood, 5050 Clark Ave., Lakewood, CA 90712; and Marquette Bank, 10000 W. 151st St., Orland Park, IL 60462 (collectively, the "Parties").

RECITALS

WHEREAS, on February 6, 2007, Governmental Capital Corporation ("Governmental Capital"), as lessor, and the City of El Monte, as lessee, entered into Municipal Lease-Purchase Agreement No. 4468 (the "Lease"), for the lease of a Robinson R44 Raven II Police Helicopter, FAA Registration No. N968RM (formerly N3034P), Aircraft Serial No. 11781 (the "Helicopter"), along with all present and future attachments, accessions, replacements, and proceeds thereof including amounts payable under any insurance policy, and communications equipment (the "Personal Property") (the Helicopter and Personal Property are referred to collectively as the "Equipment"). The Lease is attached hereto as Exhibit 1 and made an integral part hereof.

WHEREAS, pursuant to the Lease and subject to changes in the interest rate, the City of El Monte agreed to make fifteen (15) annual payments of \$49,871.80, for a total of \$748,077.

WHEREAS, to secure the City of El Monte's obligations under the Lease, the City of El Monte granted to Governmental Capital, its successors and/or assigns, a first priority security interest in the Equipment.

WHEREAS, on April 16, 2007, Governmental Capital, as assignor, and Marquette Bank, as assignee, entered into a Lease Assignment Agreement (the "Assignment"), under which Governmental Capital assigned all of its right, title, and interest in and to the Lease to Marquette Bank, including Governmental Capital's first priority security interest in the Equipment. The Assignment is attached hereto as Exhibit 2 and made an integral part hereof.

WHEREAS, on April 19, 2007, UCC Financing Statements were filed with the California Secretary of State and Texas Secretary of State as Document Nos. 07-7110984774 and 07-0013152039, respectively, thereby perfecting Marquette Bank's first priority security interest in the Personal Property and the Lease.

WHEREAS, on August 10, 2007, the Lease was recorded with the Federal Aviation Administration as Conveyance No. S 132127, thereby perfecting Governmental Capital's first priority security interest in the Helicopter.

WHEREAS, also on August 10, 2007, the Assignment was recorded with the Federal Aviation Administration as Conveyance No. S 132128, thereby perfecting Marquette Bank's first priority security interest in the Helicopter.

WHEREAS, as of July 23, 2015, seven (7) annual payments of \$49,871.80 each, subject to adjustment as provided in the Lease, remain due and payable under the Lease, with the first

payment due August 1, 2015 and the final payment due August 1, 2021.

WHEREAS, the City of El Monte wishes to sell, assign, and/or transfer all of its right, title, and interest in, and obligations under, the Lease and the Equipment to City of Lakewood, subject to Marquette Bank's first priority security interest in the Equipment.

WHEREAS, the City of Lakewood wishes to purchase, assume, and accept assignment of all of the City of El Monte's right, title, and interest in, and obligations under, the Lease and the Equipment, subject to Marquette Bank's first priority security interest in the Equipment.

WHEREAS, Marquette Bank consents to such sale, assignment, assumption, and transfer, subject to the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the foregoing recitals and other good and valuable consideration, the sufficiency of which is hereby acknowledged, the Parties contract as follows.

AGREEMENT

1. **Recitals.** The above Recitals are incorporated herein by reference.
2. **Assignment.** The City of El Monte hereby sells, assigns, and/or transfers to the City of Lakewood all of its right, title, and interest in and to the Lease and Equipment, pursuant to this Agreement and the Quit Claim Bill of Sale executed contemporaneously herewith.
3. **Promise to Pay.** The City of Lakewood hereby:
 - a. promises to pay to Marquette Bank all monies due under Lease, and all monies to become due under the Lease, in the manner set forth therein;
 - b. promises to reimburse Marquette Bank for all costs associated with the preparation of this Agreement and the related documents, including Marquette Bank's attorneys' fees;
 - c. assumes and covenants to perform all obligations of the City of El Monte under the Lease;
 - d. agrees that it shall stand in the place and stead of the City of El Monte and shall be subject to all of the terms and provisions contained in the Lease, as though it were the original lessee named therein; and
 - e. agrees that Marquette Bank shall be entitled to collect from the City of Lakewood, in connection with any effort by Marquette Bank to enforce its rights and remedies under the Lease, all out of pocket costs and expenses of Marquette Bank, including reasonable attorneys' fees and court costs. The above remedies are cumulative and may be enforced separately or concurrently and are in addition to any other rights or remedies available to Marquette Bank at law or in equity or as set forth in the Lease.
4. **Representations/Warranties/Guarantee of Lease.** In consideration for Marquette Bank's consent to the foregoing sale, assignment, transfer, and assumption, by the City of El Monte to the City of Lakewood, the City of El Monte absolutely, irrevocably, and unconditionally represents, warrants, and guarantees to Marquette Bank and its successors and

assigns that: (a) it may lawfully enter into this Agreement, and has in fact lawfully entered into this Agreement; (b) the Equipment is in good operating condition, able to be used for its intended purposes; (c) this Agreement has been duly authorized; (d) it is in good standing with all other government entities and all of its creditors; and (e) it has provided herewith a duly authorized and executed resolution.

In consideration for Marquette Bank's consent to the foregoing sale, assignment, transfer, and assumption, by the City of El Monte to the City of Lakewood, the City of Lakewood absolutely, irrevocably, and unconditionally represents, warrants, and guarantees to Marquette Bank and its successors and assigns that: (a) it may lawfully enter into this Agreement, and has in fact lawfully entered into this Agreement; (b) the Equipment is in good operating condition, able to be used for its intended purposes; (c) this Agreement has been duly authorized; (d) it is in good standing with all other government entities and all of its creditors; (e) it has provided herewith a duly authorized and executed resolution; and (f) contemporaneously with the execution of this Agreement, it shall file a Form 8038-G with the Internal Revenue Service regarding its obligation under the Lease, and shall provide a copy of the filed Form 8038-G to Marquette Bank upon filing.

Nothing contained herein shall be deemed to be a release by Marquette Bank of the City of El Monte of its obligations and covenants under the Lease.

5. **Release and Estoppel.** In consideration for Marquette Bank's execution of this Agreement, the City of El Monte and the City of Lakewood, and their respective predecessors, successors in interest, assigns, subsidiaries, affiliates, employees, agents, officers, directors and representatives, hereby fully release and discharge Marquette Bank and its predecessors, successors in interest, assigns, subsidiaries, affiliates, employees, agents, officers, directors and representatives, from any and all claims, whether past or present, known or unknown, asserted or unasserted, relating in any way to the Lease, Equipment, and/or this Agreement.

6. **Execution of Additional Documents.** The Parties agree to execute such additional documents as may be required to implement this Agreement, including an Aircraft Registration Application for the Federal Aviation Administration.

7. **Review by Counsel.** The Parties acknowledge that they are entitled to and have had the opportunity to have the terms of this Agreement reviewed by counsel of their choice. The Parties and their counsel have reviewed and revised or had an opportunity to review and revise this Agreement. Accordingly, the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this Agreement. City of El Monte and City of Lakewood hereby represent that they have relied upon or have had the opportunity to obtain the legal advice of an attorney of their choice. City of El Monte and City of Lakewood further represent that they have read this Agreement in full and fully understand and voluntarily accept the terms of this Agreement.

8. **No Representations.** The Parties understand and agree that this Agreement and its terms are contractual and not mere recitals; that no promise, inducement, or agreement not

expressed in this Agreement has been made to them; and further understand and agree that this Agreement shall be final and binding upon them.

9. **Agreement May Be Executed in Counterparts.** This Agreement may be executed in one or more counterparts, all of which together shall constitute one and the same instrument. Once this Agreement is fully-executed, the City of El Monte and the City of Lakewood shall provide Marquette Bank with their original, ink signatures on all documents associated with the transaction contemplated herein, including this Agreement.

10. **Severability.** If any term, covenant, condition, or provision of this Agreement is illegal, invalid, or unenforceable, for any reason whatsoever, such illegality, invalidity, or unenforceability shall not affect the legality, validity, or enforceability of the remaining parts of this Agreement, which shall have full force and effect as if the illegal, invalid, or unenforceable part had not been included.

11. **Choice of Law; Jury Waiver.** Notwithstanding anything to the contrary in the Lease, the Lease and this Agreement shall be governed and enforced by the laws of the State of California. At the option of Marquette Bank, jurisdiction and venue for any dispute arising under or in relation to this Agreement or the Lease will lie only in Cook County, Illinois or the United States District Court for the Northern District of Illinois. **The Parties voluntarily and knowingly waive their right to a jury trial with respect to any dispute arising out of or related to this Agreement or the Lease.**

12. **Parties Are Authorized to Sign.** Any signatory to this Agreement hereby represents and warrants that he/she has the authority to execute this Agreement and to bind the respective Parties.

This Agreement is effective for all purposes on the day and year set forth above.

CITY OF EL MONTE

By: _____

Title: _____

CITY OF LAKEWOOD

By: _____

Title: _____

MARQUETTE BANK

By: _____

Title: _____

EXHIBIT B
QUIT CLAIM BILL OF SALE

This QUIT CLAIM BILL OF SALE is made as of this ____ day of July, 2015.

The City of El Monte ("Seller"), in consideration of the City of Lakewood's ("Buyer") assumption of Municipal Lease-Purchase Agreement No. 4468 and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, does hereby assign, sell, transfer, and deliver to Buyer, its successors and/or assigns, all of Seller's right, title, and interest in and to the Robinson R44 Raven II Police Helicopter, FAA Registration No. N968RM (formerly N3034P), Aircraft Serial No. 11781, along with all present and future attachments, accessions, replacements, and proceeds thereof including amounts payable under any insurance policy, and communications equipment (the "Equipment"), subject to Marquette Bank's first priority security interest.

Seller's interest in the Equipment is being transferred **AS IS, WHERE IS.**

SELLER IS TRANSFERRING ITS INTEREST IN THE EQUIPMENT "AS IS", "WHERE IS", AND "WITH ALL FAULTS" AND SELLER HEREBY EXPRESSLY DISCLAIMS AND MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO ANY MATTER WHATSOEVER WITH RESPECT TO THE EQUIPMENT INCLUDING, WITHOUT LIMITATION, ITS SELECTION, QUALITY, CONDITION, DESIGN, MERCHANTABILITY, DURABILITY, SUITABILITY, OPERATION, PERFORMANCE, MAINTENANCE, PATENT INFRINGEMENT, FITNESS FOR ANY PARTICULAR PURPOSE, LACK OF DEFECTS (WHETHER PATENT OR LATENT), QUALITY OF MATERIALS AND/OR WORKMANSHIP, CONFORMITY OF THE EQUIPMENT TO THE PROVISIONS AND SPECIFICATIONS OF ANY PURCHASE ORDER OR ORDERS RELATING THERETO, OR ANY OTHER MATTER CONCERNING THE EQUIPMENT OR THE FINANCING THEREOF (WHICH DISCLAIMER BUYER HEREBY SPECIFICALLY ACKNOWLEDGES PURSUANT TO ITS ACCEPTANCE OF THIS QUIT CLAIM BILL OF SALE). NOTWITHSTANDING THE FOREGOING, SELLER AND MARQUETTE BANK SHALL IN NO EVENT BE LIABLE TO BUYER FOR ANY INDIRECT, SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, INCLUDING WITHOUT LIMITATION, ATTORNEYS' FEES AND EXPENSES, DAMAGES CAUSED DIRECTLY OR INDIRECTLY BY THE EQUIPMENT OR ANY INADEQUACY OF THE EQUIPMENT FOR ANY PURPOSE OR ANY DEFICIENCY OR DEFECT IN THE EQUIPMENT.

BUYER AGREES THAT IT WILL BE SOLELY RESPONSIBLE AND LIABLE FOR ANY SALES OR TRANSFER TAXES ASSOCIATED WITH THE TRANSFER OF THE EQUIPMENT UNDER THIS QUIT CLAIM BILL OF SALE. BUYER FURTHER AGREES TO INDEMNIFY SELLER AND MARQUETTE BANK FROM ANY TAX LIABILITY ARISING IN CONNECTION WITH THE TRANSFER OF ITS INTEREST IN THE EQUIPMENT UNDER THIS QUIT CLAIM BILL OF SALE.

This Quit Claim Bill of Sale shall be governed by the laws of the State of California.

SELLER:
CITY OF EL MONTE

By: _____

Title: _____

ACKNOWLEDGED AND AGREED:
CITY OF LAKEWOOD

By: _____

Title: _____

EXHIBIT C

ACCEPTANCE CERTIFICATE

July _____, 2015

Marquette Bank
10000 W. 151st St.
Orland Park, IL 60462

RE: Assignment and Assumption Agreement regarding Municipal Lease-Purchase Agreement No. 4468

Dear Marquette Bank:

Pursuant to the Assignment and Assumption Agreement (the "Agreement") regarding Municipal Lease-Purchase Agreement No. 4468 (the "Lease"), the undersigned hereby certifies and represents to, and agrees with Marquette Bank as follows:

1. All of the Equipment (as such term is defined in the Agreement) has been delivered, installed, and accepted on the date hereof;

2. The City of Lakewood has conducted such inspection and/or testing of the Equipment as it deems necessary and appropriate, and acknowledges that it accepts the Equipment for all purposes;

3. The City of Lakewood is currently maintaining the insurance coverage required under the Agreement to Provide Insurance;

4. No event or condition that constitutes, or with notice or lapse of time, or both, would constitute, an Event of Default (as defined in the Lease) exists as of the date hereof;

5. The City of Lakewood acknowledges that Marquette Bank is neither the vendor nor manufacturer or distributor of the Equipment and has no control, knowledge, or familiarity with the condition, capacity, functioning, or other characteristics of the Equipment; and

6. The FAA Registration Number and Aircraft Serial Number for the Equipment match those stated in the Agreement.

CITY OF LAKEWOOD

By: _____

Title: _____

EXHIBIT D

AGREEMENT TO PROVIDE INSURANCE

INSURANCE REQUIREMENTS. The City of Lakewood ("Grantor"), understands that insurance coverage is required in connection with the extending of a lease or the providing of other financial accommodations by Marquette Bank to Grantor. The following minimum insurance coverage must be provided on the following described collateral (the "Collateral"):

Collateral: Robinson R44 Raven II Police Helicopter, FAA Registration No. N968RM (formerly N3034P), Aircraft Serial No. 11781, along with all present and future attachments, accessions, and replacements, and all communications equipment.

Type: Fire, destruction, theft, and extended coverage.

Amount: Full insurable value, but not less than \$300,000.

Basis: Replacement value.

Additional Insured
and Loss Payee: Marquette Bank

Endorsements: Standard lienholder's clause with stipulation that coverage will not be cancelled or diminished without a minimum of 30 days prior written notice to Marquette Bank, and without disclaimer of the insurer's liability for failure to give such notice.

Delivery Date: By July 31, 2015.

INSURANCE COMPANY. Grantor may obtain insurance from any insurance company Grantor may choose that is reasonably acceptable to Marquette Bank.

FAILURE TO PROVIDE INSURANCE. Grantor agrees to deliver to Marquette Bank, by the delivery date stated above, evidence of the required insurance as provided above, with an effective date of July 31, 2015, or earlier. UNLESS GRANTOR PROVIDES MARQUETTE BANK WITH EVIDENCE OF THE INSURANCE COVERAGE REQUIRED HEREIN, MARQUETTE BANK MAY PURCHASE INSURANCE AT GRANTOR'S EXPENSE TO PROTECT MARQUETTE BANK'S INTERESTS IN THE COLLATERAL. THIS INSURANCE MAY, BUT NEED NOT, PROTECT GRANTOR'S INTERESTS. THE COVERAGE THAT MARQUETTE BANK PURCHASES MAY NOT PAY ANY CLAIM THAT GRANTOR MAKES, OR ANY CLAIM THAT IS MADE AGAINST GRANTOR IN CONNECTION WITH THE COLLATERAL. GRANTOR MAY LATER CANCEL ANY INSURANCE PURCHASED BY MARQUETTE BANK, BUT ONLY AFTER PROVIDING MARQUETTE BANK WITH EVIDENCE THAT GRANTOR HAS OBTAINED INSURANCE AS REQUIRED HEREIN. IF MARQUETTE BANK PURCHASES INSURANCE FOR THE COLLATERAL, GRANTOR SHALL BE RESPONSIBLE FOR THE COSTS OF THAT

INSURANCE, INCLUDING INTEREST AND ANY OTHER CHARGES MARQUETTE BANK MAY IMPOSE IN CONNECTION WITH THE PLACEMENT OF THE INSURANCE, UNTIL THE EFFECTIVE DATE OF THE CANCELLATION OR EXPIRATION OF THE INSURANCE. THE COSTS OF THE INSURANCE MAY BE MORE THAN THE COST OF INSURANCE GRANTOR MAY BE ABLE TO OBTAIN ON GRANTOR'S OWN.

IN ADDITION, THE INSURANCE MAY NOT PROVIDE ANY PUBLIC LIABILITY OR PROPERTY DAMAGE INDEMNIFICATION AND MAY NOT MEET THE REQUIREMENTS OF ANY FINANCIAL RESPONSIBILITY LAWS.

AUTHORIZATION. For purposes of obtaining or verifying insurance coverage on the Collateral, Grantor authorizes Marquette Bank to provide to any person (including any insurance agent or company) all information Marquette Bank deems appropriate, in their sole discretion, regarding the Collateral. Grantor likewise authorizes any person (including any insurance agent or company) to provide Marquette Bank with all information concerning the insurance coverage on the Collateral.

GRANTOR ACKNOWLEDGES HAVING READ ALL THE PROVISIONS OF THIS AGREEMENT TO PROVIDE INSURANCE AND AGREES TO ITS TERMS. THIS AGREEMENT IS DATED JULY ____, 2015.

CITY OF LAKEWOOD

By: _____

Title: _____

DIVIDER SHEET

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Lakewood Water Capture and Infiltration Project -- Project Management Authorization

INTRODUCTION

On June 23, 2015, City Council approved a Cooperative Implementation Agreement with Caltrans for our Water Capture Project. This agreement provides full funding for up to \$11,000,000 to design and construct a project to capture storm water and urban runoff in the Los Cerritos Channel Watershed and either infiltrate the water or use it for irrigation purposes. The project is complex and city staff will need the assistance of a consulting firm for project management.

STATEMENT OF FACT

The agreement with Caltrans allows the city to use its own procurement processes for all aspects of the project. They have indicated that we may use on-call agreements that we have in place already for consulting services. Lakewood has had an on-call agreement for city engineering services of all types with Willdan Engineering since 2002, and Willdan's contract was just renewed at the June 23rd Council meeting.

Willdan will assist the City with evaluating consultant qualifications, evaluation of project proposals, and selection of the design firm for this project and perform project management, design review, inspection, environmental clearance, permitting, and all services needed for billing the state for all reimbursements due to the City. Willdan will assist the City as an extension of your staff under our on-call agreement. Willdan will also monitor the project schedule to ensure the funds are spent in the required timeframes. The deadline to invoice Caltrans for the FY 14-15 funding allocation is April 30, 2017, and the deadline to invoice Caltrans for an FY 15-16 funding allocation would be April 30, 2018.

Phase 1 of the consulting agreement will produce a Project Design Report that documents the engineer's recommendations regarding the selection of the site; expected design flows and water quality analysis; evaluation of infiltration; irrigation; and release of treated water based upon use in the park and/or adjacent medians; treatment processes required for each end use contemplated; identification of major structural components and equipment, basic site plan, startup operations, post construction monitoring protocols and metrics; and operations and maintenance needs and costs. At the completion of Phase 1, the project design would be considered approximately 10% complete.

The following are some of the tasks that will be part of Willdan's scope of work:

1. Create evaluation criteria with the City
 2. Review SOQs
 3. Assist in the select the top two engineering firms to provide detailed written proposals.
- The proposals will include a detailed scope of work; confirmation of project timelines;

July 28, 2015

Page 2 of 2

description of deliverables; staff proposed for the project team; hourly rates; and not to exceed fee for Phase 1.

4. Perform project management
5. Meeting to select recommended engineering firm
6. Kick off meeting to start Phase 1
7. Project meetings every two weeks
8. Design review
9. Environmental clearance
10. Permitting
11. Inspection, RFIs, reviewing change orders
12. Billing the State for all reimbursements due to the City

Award of the Engineering Consultant Agreement is scheduled for August 25, 2015 and start of Phase 1 will be August 26, 2015. Phase 1 completion is estimated to be on November 10, 2015. Willdan's work on the project will begin immediately with preparation of draft evaluation criteria. The estimate for Willdan to perform the work for this project for \$84,000, and includes Richard Watson as a subconsultant. The estimated fee includes work through the completion of Phase 1, which takes the project to 10% complete. A separate fee will be provided for Phase 2 and Phase 3 at a later date.


Willdan will also have Richard Watson and Associates on board as a subconsultant. RWA was instrumental in developing the initial concept of this project and his relationships with Caltrans staff will be critical in assuring that this project will be successfully conducted.


Staff will seek additional authorization from Council for Willdan's assistance for future phases of the project as those phases are undertaken.

RECOMMENDATION

Staff recommends that the City Council:

1. Authorize Willdan to perform Project Management services in the amount of \$84,000 for Phase 1 of the Lakewood Water Capture Project under their existing on-call agreement.

Lisa Ann Rapp 
Director of Public Works

Howard L. Chambers 
City Manager

DIVIDER SHEET

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Citywide Landscape Master Plan and Standards for Arterials and Remnant Parcels

INTRODUCTION

Lakewood is known for the beauty of our lush turf landscape side panels and medians along our arterial streets. Our long-time standard landscape palette consists of turf and trees, often pines. Drought regulations cause us to consider a different style of landscape that is more drought tolerant, and staff proposes to create a long term plan to convert these areas to a more efficient landscape design.

STATEMENT OF FACT

Willdan, the city's on-call engineering, firm has the expertise to prepare an Landscape Master Plan for our arterial streets and remnant parcels. They have provided a detailed scope of work and a proposed not-to-exceed fee of \$40,900 to produce this master plan.

City staff has requested Willdan to prepare a proposal for a detailed Citywide master plan for the conversion of turf areas to drought adaptive landscapes. The major function of the master plan is to identify the landscape conversion areas and present various design theme concepts that can be applied to the various conditions for medians, side panels and remnant parcels presently being maintained by RCS ERD. These concepts will assist in deciding which direction the City would like to implement in terms of prioritizing and budgeting.

Based on the theme concepts selected by the City, Willdan will apply an estimated square foot costs to that specific landscape concept development. This estimated cost information will put in perspective the magnitude of future work (for budgetary purposes) as well as assist in prioritizing and developing a list of projects. The priority list will be divided into a rating system of first (high), second (medium) and third (low). First priority will be all areas irrigated with potable water; second priority will be areas that have the potential for recycled water connection/hook-up; and third priority will be areas currently using recycled water.

The overall design involves the replacement of turf with drought adaptive California friendly trees, shrubs and groundcovers. Additionally, where feasible, the landscape renovations will be capable of collecting storm water (from roadway and non-porous surfaces) for retention thus allowing infiltration to assist in groundwater recharge. Furthermore, to assist with water quality management during the first flush of a rain event, the collection of heavy metals contaminants prior to discharging to a nearby storm drain will be addressed in the design concepts.

Willdan's scope of work will include but is not limited to the following tasks:

- A) Prepare a master plan that identifies the turf areas in the medians, side panels and street adjacent remnant parcels. For the preparation they will utilize existing aerials and City

provided water delivery maps (potable, recycled and non-potable) with color coded key of improvement areas. This includes performing field visits and coordination with City staff familiar with the ROW landscape areas.

- B) Prepare three alternative theme concepts for the Citywide medians and side panels, including three arterial streets- each depicting a landscape theme conversion. For the remnant parcels, prepare two concept alternatives each.
- C) Prepare an estimated costs spreadsheet for the three concepts alternatives. The spreadsheet layout will consist of comparable (side by side) columns for easy viewing.
- D) Based on the selection of one of the three concepts selected by the City, prepare an estimated cost estimate analysis that will be used in generating a priority list of project areas.
- E) Prepare nine photographic view simulations for the arterials. This includes one photographic view simulation for each alternative at the three arterial roadways. In addition, prepare one photographic view simulation for the pocket park conversions.
- F) Prepare an appendix with exhibits that depict:
 - Planting materials selection matrix that illustrates which tree, shrub or groundcover is best suited for each median and parkway alternatives as well as selections for the pocket parks areas.
 - Hardscape materials selection matrix for the various alternatives – stamped concrete, decomposed granite (DG), pavers, rock blanket, wood mulch, decorative gravels.
 - Planting material and hardscape layout standards. The standards will contain scaled plan views and cross-sections of the various design conditions. The standards will include medians, parkways and pocket parks areas.

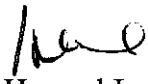
The product of this effort will allow staff to focus on the highest priority locations, for capital planning and to seek grant opportunities as they become available. Staff will return to council with choices of possible landscape concepts and plant materials, once they have been developed. Sufficient funds for the preparation of this master plan are included in the FY 15-16 budget.

RECOMMENDATION

Staff recommends that the City Council:

1. Authorize Willdan to prepare the Arterial Landscape Master Plan under their existing on-call engineering agreement for a fee not to exceed \$40,900.

Lisa Ann Rapp 
Director of Public Works


Howard L. Chambers
City Manager

D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: A Resolution of the City Council of the City of Lakewood Urging the State of California to Provide New Sustainable Funding for State and Local Transportation Infrastructure

INTRODUCTION

Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure. His initial proclamation focused on the state highway system. This resolution urges the Governor and the Legislature to provide new and sustainable funding for both state and local transportation infrastructure.

STATEMENT OF FACTS


The 2014 California Statewide Local Streets and Needs Assessment shows that California's local streets and roads are on a path of significant decline. The statewide average pavement condition index of 66 is in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventive maintenance. To maintain the status quo, cities and counties need an additional \$1.7 billion. To bring the local streets and roads system back into a cost-effective condition, at least \$7.3 billion is needed annually. If funding is not increased and remains at current levels, in 10 years, 25 percent of local streets and roads will be in "failed" condition. This will cost taxpayers twice as much to fix the local system in the future, as failure to act will increase unmet funding needs by \$11 billion in five years and \$21 billion in ten years.


Maintaining and preserving state and local streets and roads provides benefits. It provides well-paying construction jobs and boosts local economies. It reduces drive times and traffic congestion, improves bicycle safety, and makes the pedestrian experience safer, which leads to vehicle emissions reduction and helping the State achieve its air quality and greenhouse gas emissions reductions goals.

Further, this resolution requests for the Governor and Legislature to adopt priorities for funding the State's streets and roads, including making a significant investment in transportation infrastructure; focusing on maintaining and rehabilitating the current system; equally splitting between state and local projects; raising revenues across a broad range of options; investing a portion of the diesel tax and/or cap and trade revenue to high-priority goods movement projects; providing strong accountability requirements to protect taxpayers investment and providing consistent annual funding levels.

RECOMMENDATION

It is recommended that the City Council adopt this resolution urging the State of California to provide new sustainable funding for state and local transportation infrastructure.

Lisa G. Novotny 
Assistant City Manager

 Howard L. Chambers
City Manager

RESOLUTION NO. 2015-39

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD
URGING THE STATE OF CALIFORNIA TO PROVIDE NEW
SUSTAINABLE FUNDING FOR STATE AND LOCAL TRANSPORTATION
INFRASTRUCTURE

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the City of Lakewood has participated in efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF LAKEWOOD strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the CITY OF LAKEWOOD strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.

2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. This also includes improvements to traffic signals, street light systems, and public right of ways. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.
5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. They should be spent on transportation improvements and never taken by the State to make up for budget deficits and used for transportation purposes. Local governments are accustomed to employing

transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

7. **Provide Consistent Annual Funding Levels.** Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels – a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning.

ADOPTED AND APPROVED THIS 28TH DAY OF JULY, 2015.

Mayor

ATTEST:

City Clerk

DIVIDER SHEET

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Supporting the Water Replenishment District of Southern California's Groundwater Reliability Improvement Project

INTRODUCTION

The Water Replenishment District of Southern California (WRD) manages and replenishes the Central and West Coast groundwater basins, which provide 40 percent of the overall water needs for four million people in south Los Angeles County, which includes Lakewood. WRD has implemented a Water Independence Now (WIN) Program with a goal to completely eliminate the need for groundwater replenishment water imported from northern California and the Colorado River. Their proposed Groundwater Reliability Improvement Project (GRIP) is the cornerstone of that initiative.

STATEMENT OF FACTS


GRIP is a joint WRD and Los Angeles County Sanitation Districts project to build an advanced recycled water treatment plant in Pico Rivera. This plant would purify recycled water through reverse osmosis to provide the Central Basin of Los Angeles County with a reliable supply of replenishment water for spreading. The project will refine enough recycled water to replace more than 50 percent of the historical imported water purchased from the Metropolitan Water District for replenishment. This is a good project for the city of Lakewood because the future reliability of imported water is inconsistent and unpredictable due to a long-term drought, increased demands, environmental restrictions and climate change.


Groundwater replenishment with highly purified recycled water is a vital component to sustaining the local drinking water supplies. Recycled water is one of the most dependable, abundant, and underutilized supplies of water. It is a reliable, locally controlled, drought resistant source of replenishment water that would decrease or possibly eliminate the need for costly imported supplies. In light of the current drought facing the State of California, GRIP is a long-term and necessary solution for sustainability of local groundwater.

This is a critical multi-regional, multi-agency project. GRIP will ensure a locally sustainable source of water for basin replenishment, protect existing groundwater rights for all groundwater uses in the Central Basin, protect the groundwater basins and groundwater quality, and reduce demand for imported water from Northern California and the Colorado River.

RECOMMENDATION

It is recommended that the City Council adopt the proposed resolution supporting the WRD's Groundwater Reliability Improvement Project.

James B. Glancy 
Director of Water Resources

 Howard L. Chambers
City Manager

RESOLUTION NO. 2015-40

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD
SUPPORTING THE WATER REPLENISHMENT DISTRICT OF SOUTHERN
CALIFORNIA'S GROUNDWATER RELIABILITY IMPROVEMENT
PROJECT

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

WHEREAS, the Water Replenishment District of Southern California (WRD) manages and replenishes the Central and West Coast groundwater basins, which provide forty percent of the overall water needs for four million people in south Los Angeles County; and

WHEREAS, WRD implemented its Water Independence Now (WIN) Program to completely eliminate the need for groundwater replenishment water imported from northern California and the Colorado River; and

WHEREAS, this imported water is increasingly expensive and difficult to obtain for groundwater replenishment because of the state's severe drought; and

WHEREAS, WRD's proposed Groundwater Reliability Improvement Project (GRIP) is the cornerstone of the WIN Program; and

WHEREAS, WRD's WIN and GRIP efforts will provide a completely locally sustainable groundwater supply that will greatly improve water reliability and will drought-proof our region's groundwater resources; and

WHEREAS, GRIP's recycled water will meet the same stringent state and federal water quality standards as imported water; WRD's safe use of recycled wastewater is time-tested; and for decades WRD has safely used recycled wastewater for replenishment; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF LAKEWOOD that by adoption of this resolution on this 28TH day of JULY, 2015, the City of LAKEWOOD does hereby support the Water Replenishment District's Groundwater Reliability Improvement Project.

ADOPTED AND APPROVED THIS 28TH DAY OF JULY, 2015.

Mayor

ATTEST:

City Clerk

D I V I D E R S H E E T

Public Hearings

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Delinquent Fees and Charges for Garbage, Waste and Refuse

INTRODUCTION

The City Council reaffirmed the policy relative to unpaid charges for garbage, waste and refuse accounts at their regular meeting of May 12, 2015. The City Council also adopted Resolution Number 2015-13 directing the Director of Administrative Services to prepare a Report of Delinquent Fees as of May 31, 2015, and setting a public hearing for July 28, 2015.

STATEMENT OF FACT

The attached notice of public hearing has been mailed to all delinquent property owners owing \$45.00 or more as of May 31, 2015. Three hundred sixty eight (368) notices were mailed, representing \$61,654.42 in delinquent charges. As a result of these notices, payments are being made. Although we anticipate the final trash lien amount to be similar to that of previous years, we will advise you Tuesday evening of the number of delinquent accounts and the amount of delinquent fees as of the close of business that day.

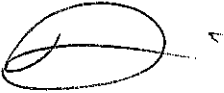
A comparison of this year with the preceding three years is shown below:

	2015 Lien	2014 Lien	2013 Lien	2012 Lien
Notices Mailed:	368	489	444	486
Delinquent Accounts As of Public Hearing:	—	313	250	311
Liens Recorded at the County:	tbd	204	180	225
	tbd	\$36,160.07	\$33,272.35	\$37,592.25

The report of delinquent garbage, waste and refuse collection fees will also be provided at the Council Meeting. Those parcels for which payment has been made, or which have been transferred or conveyed to bona fide purchasers will be deleted.

STAFF RECOMMENDATION

It is recommended that the City Council hold a public hearing and adopt the Resolution confirming the Report of Delinquent Fees.



Diane Perkin
Director of Administrative Services

Howard L. Chambers
City Manager



RESOLUTION NO. 2015-41

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD DIRECTING THE PREPARATION OF A REPORT OF DELINQUENT FEES FOR GARBAGE, WASTE AND REFUSE COLLECTION AND DISPOSAL WITHIN THE CITY OF LAKEWOOD, AND SETTING A PUBLIC HEARING THEREON FOR JULY 28, 2015

WHEREAS, the City Council of the City of Lakewood, in accordance with the provisions of Chapter 3 of Article V of the Lakewood Municipal Code, commencing with Section 5300, did on and prior to May 31, 2015, provide to and remove from the parcels of land within the City of Lakewood, garbage, waste, and refuse for which a fee was charged pursuant to the terms and provisions of the Lakewood Municipal Code; and

WHEREAS, any fees which remain unpaid for a period of sixty or more days after the date upon which they were billed may be collected thereafter by the City pursuant to Government Code Section 25831; and

WHEREAS, a public hearing on a report of said delinquent fees should be set before the City Council for July 28, 2015;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKEWOOD THAT:

SECTION 1. The Director of Administrative Services of the City of Lakewood is hereby directed to cause to be prepared a Report of Delinquent Fees of \$39.00 or more existing on May 31, 2015, The City Council does hereby fix July 28, 2015, at 7:30 p.m., or as soon thereafter at the Centre at Sycamore Plaza, 5000 Clark Avenue, Lakewood, California, as the time, date and place for a hearing on said Report, and any objections or protests thereto.

SECTION 2. The City Clerk shall cause notice of this hearing in the form and fashion of that attached hereto to be mailed to the landowners listed on the Report not less than ten (10) days prior to the date of said hearing.

SECTION 3. At the hearing the City Council shall hear any objections or protests of landowners liable to be assessed for delinquent fees. The City Council may make such revisions or corrections to the Report as it deems just, after which by resolution the report shall be confirmed.

SECTION 4. The City Clerk shall certify to the adoption of this resolution.

ADOPTED AND APPROVED THIS 28TH DAY OF JULY, 2015.

Mayor

ATTEST:

City Clerk

D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: Bid Award – Del Amo Pavement Rehab (Clark/Downey) - PW Project 15-03
(Federal Project No. STPL-5315(013))

INTRODUCTION

Bids have been received for a project to resurface Del Amo Boulevard between Clark Avenue and Downey Avenue using federal funds with the local match from Prop C funds.

STATEMENT OF FACT

Del Amo Boulevard will be resurfaced using rubberized asphalt and damaged curb and gutter will be replaced along with sidewalk and ADA improvements. The limits are Clark Avenue to Downey Avenue, but due to a project under design to add dual left-turn lanes in all directions at Lakewood and Del Amo Boulevards, the segment between Olivia and Hazelbrook Avenues will be omitted on this project, but will be resurfaced with the intersection improvement project.

The construction contract will be funded with \$711,705 of federal STPL funds and a local match of \$95,950 with Prop “C.” Construction management by Willdan and contingency will be funded with Prop “C.” The project is budgeted in the FY-16 budget.

The City Clerk received and opened nine bids for the proposed project on July 1, 2015. Following is the bid summary:

RANK	BIDDER	CITY	BID AMT
1	R.J. Noble Company	Orange	\$807,653.50
2	Sequel Contractors, Inc	Santa Fe Springs	\$811,775
3	Hardy & Harper, Inc	Santa Ana	\$822,000
4	Excel Paving Company	Long Beach	\$846,711
5	All American Asphalt	Corona	\$846,970
6	Sully-Miller	Brea	\$863,982
7	Griffith Company	Santa Fe Springs	\$924,811
8	EC Construction	South El Monte	\$929,414
9	Shawnan	Downey	\$942,990

The City is responsible for funding construction management of the project. The consulting engineering firm of Willdan has an agreement with the City of Lakewood to assist with various engineering matters and has submitted a proposal in the amount of \$104,285 to provide contract administration, construction observation, utility coordination, material testing, Caltrans award and invoicing, and federal labor compliance services for the project. It is proposed to use Prop “C” funds for construction management.

The lowest responsible bidder is R.J. Noble Company of Orange in the bid amount of \$807,653.50. Staff has verified with the State Contractors License Board that R. J. Noble is properly licensed for the work. They have done two recent projects for the City with excellent results.


Construction is scheduled to begin in August and be completed in early October, 2015.

RECOMMENDATION

That the City Council:

1. Award a contract for Del Amo Pavement Rehab (Clark/Downey) - PW Project 15-03 (Federal Project No. STPL-5315(013) in the amount of \$807,653.50 to R.J. Noble Company of Orange and authorize the Mayor to sign the contract in a form approved by the City Attorney.
2. Authorize staff to approve a cumulative total of contract change orders, as needed, not to exceed \$100,000.
3. Adopt the plans, specifications and working details for Del Amo Pavement Rehab (Clark/Downey) - PW Project 15-03 (Federal Project No. STPL-5315(013)).
4. Authorize staff to approve Willdan's proposal to provide construction management for the "Del Amo Pavement Rehab (Clark/Downey) - PW Project 15-03 (Federal Project No. STPL-5315(013))" under their existing Agreement for Engineering Services, in an amount of \$104,285.
5. Authorize Proposition "C" funds in the amount of \$300,000 for this project.

Lisa Ann Rapp 
Director of Public Works

Howard L. Chambers 
City Manager

D I V I D E R S H E E T

COUNCIL AGENDA

July 28, 2015

TO: Honorable Mayor and Members of the City Council

SUBJECT: Ordinance Pertaining to Carwashes and Limitations of Uses Permitted in Commercial Zones.

STATEMENT OF FACTS

The Lakewood Municipal Code does not specifically identify automobile vacuums and other outdoor equipment and activities typically associated with car washes or other commercial uses that are located or used outside of a building (e.g. shopping cart corrals). The proposed ordinance would clarify the LMC by allowing such outdoor equipment and activities and would require a conditional use permit for all car washes.

On April 2, 2015, the Planning and Environment Commission initiated the process to notice and hold a public hearing on the proposed amendment. On July 2, 2015, the Planning and Environment Commission adopted Resolution 12-2015 recommending approval of the proposed amendment to the City Council.

There are 11 car washes in Lakewood. Five are full-service car washes, five are the self-serve tunnel variety, and one is a self-serve multiple wash bay facility. Five of the car washes have vacuum equipment under a canopy, five of the car washes have vacuum stations in the open, and one has no vacuums. It is the current industry practice for carwash vacuums to be located outdoors or under a permanent canopy. Other outdoor carwash-related activities include using compressed air to dry vehicles, cleaning windows, and applying tire/wheel dressing. Common concerns relating to car wash activities include noise impacts and water quality. The current conditional use permit process has been an effective method in controlling these impacts. However if a car wash or its parking area is more than 200 feet from residentially zoned property, then a conditional use permit is not currently required.

Section 9341.B of the Code provides that every use permitted in a C-1 Zone must be conducted wholly within a building. That Section, which is applicable in every Commercial zone, also provides certain exceptions to that requirement such as plant nurseries, gasoline pumps, newsstands, and parking lots. Carwash vacuums have been part of the car washes approved in Lakewood. Accordingly, it is appropriate for Section 9341 to clarify that vacuums and other car wash related equipment and activities may be located outdoors.

Section 9347.C of the Code allows mechanical automobile wash racks without a conditional use permit when the use or the parking facilities thereof are located more than 200 feet from the boundaries of residentially zoned land. That Section does not address facilities where hand-only car washes or auto detailing are the primary activity. Requiring a conditional use permit for all types of car wash facilities would allow discretionary review of all carwash facilities which would provide effective enforcement to mitigate potential impacts.

The proposed ordinance will:

1. Clarify Section 9341.B to include vacuums and other outdoor equipment and activities normally associated with a car wash or other commercial uses to be located or used outside of a building.
2. Amend Section 9347.C by deleting the provision that allows car washes as a permitted use when a carwash or its parking facilities are located more than two hundred feet from land zoned for residential purposes.
3. Amend Section 9347.D by adding a category for vehicle wash racks, carwashes, or any permanent facility offering hand or mechanical washing, detailing, waxing, or cleaning of non-commercial vehicles, and whether self- or full-service. Vacuums and other outdoor equipment and activities would be permitted in conjunction with such facilities. Uses listed under Section 9347.D require a conditional use permit.

CEQA

An Initial Study has been prepared for the proposed ordinance pursuant to Section 15063 of the California Environmental Quality Act (CEQA) Guidelines, as amended. At its July 7, 2015 Planning and Environment Commission meeting, the Commission found that on the basis of the Initial Study, the proposed ordinance will not have a significant effect on the environment. Projects governed by this ordinance will be reviewed by the Development Review Board (and the Planning and Environment Commission as required) under an independent site-by-site CEQA analysis pursuant to the CEQA Guidelines, as amended. The Planning and Environment Commission recommends that the City Council approve a Negative Declaration for the proposed ordinance, pursuant to Section 15070 et seq., of the Guidelines.


PUBLIC NOTICE

Pursuant to Section 9422 of the Lakewood Municipal Code and State Law, notice of the public hearing for this amendment was posted on the City's website on July 16, 2015, published in the Press Telegram on July 17, 2015, and posted in three places within the City on July 16, 2015.

RECOMMENDATION

The Planning and Environment Commission recommends that the City Council adopt the proposed ordinance. Staff recommends that the City Council introduce the proposed ordinance amending the Lakewood Municipal Code, pertaining to car washes and limitations of uses permitted in commercial zones and direct staff to review and respond to any comments received on the proposed Negative Declaration.

Sonia Dias Southwell, AICP 
Director of Community Development

Howard L. Chambers
City Manager 



NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION FOR:

Project Title: Carwash Ordinance 2015
Project Applicant: City of Lakewood
Project Location: Citywide, Lakewood, California

Notice Requested By: City of Lakewood, 5050 Clark Avenue, Lakewood, California 90712
Contact Person & Phone: Paul Kuykendall, AICP, (562) 866-9771, extension 2344

Public Hearing Body, Date, and Times:

Lakewood Planning and Environment Commission, Thursday, July 2, 2015, 7:00 p.m.
Lakewood City Council, Tuesday, July 28, 2015, 7:30 p.m.

Public Hearing Location: Lakewood City Council Chambers at the Centre at Sycamore Plaza
5000 Clark Avenue, Lakewood, California

Description of the Proposed Project:

The proposed project is an ordinance that would: 1) clarify the Lakewood Municipal Code to allow vacuums and other outdoor equipment and activities normally associated with a carwash to be located or used outside of a building as well as other outdoor accessory uses, displays, and storage, which are normal and incidental to the primary permitted commercial use; 2) delete the provision allowing carwashes by right when located more than 200 feet from residentially zoned land; and 3) require a Conditional Use Permit for all carwashes, regardless of proximity to residentially zoned land. The proposed ordinance does not apply to any specific real property within the City and applies to the City generally. Development activities proposed under this ordinance would be evaluated and appropriately mitigated pursuant to California Environmental Quality Act on a site-by-site basis. I declare that I have examined the proposed ordinance, and on the basis of the Initial Study and Environmental Checklist on file in my office as a public document, it is my opinion that the proposed ordinance will have no significant impact upon the environment within the meaning of the California Environmental Quality Act of 1970, as amended. Further, the proposed ordinance itself is not a project site on any list enumerated under Section 65962.5 of the California Government Code.

Any person may file comments to the draft negative declaration with the Department of Community Development prior to the approval of the ordinance. The comments must be in writing and must state the environmental factors on which the comments are based. The comments shall be reviewed by the Director of Community Development or his/her agent. If he/she finds that the comments are based on one or more significant environmental factors not previously considered, or which, in the opinion of the reviewer, should be reconsidered and which may have a substantial adverse effect on the environment, processing of the ordinance shall be suspended and an EIR shall be processed. All persons interested in reviewing the draft negative declaration and submitting written comments may obtain a copy of the document from, and submit comments to, the City of Lakewood Community Development Department, 5050 Clark Avenue, Lakewood, California. An electronic copy of the draft negative declaration will be made available electronically upon request. **The public review and comment period for this project shall extend through the public hearing which is to be held in conjunction with the proposed ordinance before the City Council. The comment period shall be no less than 20 days from the posting date of this notice.**

June 12, 2015

Date

Sonia Dias Southwell, AICP
Director of Community Development

NOTICE OF DETERMINATION

To: Office of Planning & Research
P.O. Box 3044
Sacramento, CA 95812-3044

X Los Angeles County Clerk
Environmental Findings
12400 E. Imperial Highway, #1201
Norwalk, CA 90650

From:
Director of Community Development
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712

Lead Agency (if different from above):
N/A

Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

n/a	Paul Kuykendall, AICP	(562)866-9771, ext. 2344	pkuykend@lakewoodcity.org
State Clearinghouse No.	Lead Agency	Area Code/Phone/Extension	E-mail Address
(If submitted to Clearinghouse)	Contact Person		

Project Title: Carwash Ordinance 2015

Project Applicant: City of Lakewood

Project Location: Citywide, Lakewood, California

Project Description: The ordinance amends the Lakewood Municipal Code by clarifying that portion of the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones. This amendment does not affect any specific real property within the City and applies to the City generally.

This is to advise that the City of Lakewood, as Lead Agency, has approved the above-described project on July 28, 2015 and has made the following determinations regarding the above described project:

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☐ were ☒ were not] made a condition of the approval of this project.
4. A mitigation reporting or monitoring plan [☐ was ☒ was not] adopted for this project.
4. A statement of Overriding Consideration [☐ was ☒ was not] adopted for this project.
5. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

An electronic copy of the Negative Declaration or Mitigated Negative Declaration will be made available electronically upon request. This is to certify that the final MND with comments and responses and record of project approval is available to the General Public at:

City of Lakewood
5050 Clark Avenue
Lakewood, California 90712

Signature (Public Agency)	July 28, 2015	Director of Community Development
	Date	Title

Date received for filing at OPR:

Revised February 17, 2014

Carwash Ordinance 2015

Lakewood, California

Initial Study and Environmental Checklist – SCREENCHECK

July 28, 2015

**City of Lakewood
Community Development Department**

5050 Clark Avenue
Lakewood, California 90712
(562) 866-9771

I. INTRODUCTION

A. Background

Project title: Carwash Ordinance 2015

Agency requiring checklist: City of Lakewood
5050 N. Clark Avenue
Lakewood, California 90712

Agency contact person: Paul Kuykendall, AICP, Senior Planner
(562) 866-9771, extension 2341

Project location: Citywide, Lakewood, California

Name of proponent: City of Lakewood

Proponent's address and phone: 5050 N. Clark Avenue
Lakewood, California 90712
(562) 866-9771

B. Introduction to the Environmental Review Process

California Environmental Quality Act (CEQA) Guidelines Section 15152 permits tiering of environmental analyses for separate but related projects including plans and development projects. According to Guidelines Section 15152(b), tiering is appropriate when the sequence of analysis is from an EIR prepared for a General Plan, policy or program to a site specific EIR or negative declaration. In the case of this project, the environmental analysis was tiered off of the City's November 1996 Final Master EIR for its Comprehensive General Plan (the "Master EIR"). The analysis and conclusion the Master EIR were validated in the Master Environmental Assessment ("MEA") prepared in accordance with Section 15169 of the CEQA Guidelines as amended, and approved by the Lakewood City Council in September 25, 2007.

In accordance with Guidelines Section 15152(f), a negative declaration shall be required when the Initial Study shows that there is no substantial evidence, in light of the whole record before the lead agency, that the project (an ordinance) may have a significant effect on the environment or the Initial Study identifies potentially significant effects but revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur and there is no substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment. This Initial Study examined whether the project will result in any new project-specific environmental impacts not previously addressed in the General Plan EIR. This Initial Study found that no significant environmental impact will occur due to the proposed action, and thus a Negative Declaration will be circulated for public review for a period of no less than 20 days from the posting date of the Notice of Intent in accordance with Public Resources Code Section 21091 (b).

C. Project Description and Location

The proposed project is an ordinance that would: 1) clarify the Lakewood Municipal Code to allow vacuums and other outdoor equipment and activities normally associated with a carwash to be located or used outside of a building as well as other outdoor accessory uses, displays, and storage, which are normal and incidental to the primary permitted commercial use; 2) delete the provision allowing carwashes by right when located more than 200 feet from residentially zoned land; and 3) require a Conditional Use Permit for all carwashes, regardless of proximity to residentially zoned land. The proposed ordinance does not apply to any specific real property within the City and applies to the City generally. Development activities proposed under this ordinance would be evaluated and appropriately mitigated pursuant to California Environmental Quality Act on a site-by-site basis.

D. Environmental Findings

The proposed ordinance will not have a significant effect on the environment. Projects incorporating elements governed by this ordinance will be reviewed by the Development Review Board and the Planning and Environment Commission with an independent CEQA determination on a site-by-site basis pursuant to the CEQA Guidelines, as amended.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

Determination (to be completed by Lead Agency):

On the basis of this initial evaluation:

I find that the proposed project could not have a significant effect on the environment, and that the project is Categorical Exempt of the California Environmental Quality Act guidelines, as amended. ☐

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 (EIR) is required. ☐

I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR 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 legal 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. ☐

Sonia Dias Southwell, AICP, Director of Community Development

Date

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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ENVIRONMENTAL CHECKLIST AND DISCUSSION OF CHECKLIST ISSUES

I. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? (Source #(s): 1, 6) ☐ ☐ ☐ ☒

b) Substantially damage scenic resources, including, but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway? (1,6) ☐ ☐ ☐ ☒

c) Substantially degrade the existing visual character or quality of the site and its surroundings? (1,6) ☐ ☐ ☐ ☒

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1,6,8) ☐ ☐ ☐ ☒

The proposed ordinance will not have a substantial adverse effect on any scenic vistas nor will it substantially damage scenic resources. There are no historic buildings identified within the City. The proposed ordinance will not substantially degrade the existing visual quality of the subject site or the surrounding area nor will it create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

e) Have economic changes associated with the proposed project which may result in physical changes to the environment that would result in a substantial degradation to the existing character or quality of its surroundings, or which would otherwise result in significant urban decay? (1) ☐ ☐ ☐ ☒

The proposed ordinance will not result in any physical changes to the environment that might otherwise have the potential to impact the character of the city, its surroundings, or which might otherwise result in significant urban decay. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

II. AGRICULTURE AND FORESTRY RESOURCES. Would the project:

a) Convert Prime Farmland, Unique Farmland, ☐ Potentially Significant Impact ☐ Potentially Significant Unless Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact
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-
agriculture use? (2,3)

The proposed ordinance will not result in the conversion of any farmland to a non-agricultural use. This determination was made pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

b) Conflict with existing zoning for agricultural ☐ Potentially Significant Impact ☐ Potentially Significant Unless Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact
use or a Williamson Act contract? (2,3,6)

The proposed ordinance will be no conflict with any contracts entered into pursuant to Section 51200 et seq. of the California Government Code (also known as the Williamson Act). The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Conflict with existing zoning for, or ☐ Potentially Significant Impact ☐ Potentially Significant Unless Mitigation Incorporated ☐ Less Than Significant Impact ☒ No Impact
cause rezoning of forest land (as defined in Public
Resources Code Section 12220(g)), timberland (as
defined by Public Resources Code Section 4526),

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
(1,6,12)

There is no forest land and no timberland within, or adjacent to, the City of Lakewood. The proposed ordinance will not conflict with zoning or rezoning of any land designated for timberland production. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) Result in the loss of forest land or conversion of forest land to non-forest use? (1,6,12) ☐ ☐ ☐ ☒

There is no forest land and no timberland within, or adjacent to, the City of Lakewood. The proposed ordinance will have not result in the loss of forest land or the conversion of forest land to a non-forest use. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6,12) ☐ ☐ ☐ ☒

Since there is no farmland or agricultural land in the city to begin with, the proposed ordinance will not result in the conversion of any farmland or agricultural land, to a non-agricultural use. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not result in a level of development exceeding what is anticipated by the General Plan and MEIR for the city, therefore the ordinance will not conflict or obstruct the implementation of any applicable air quality plan. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thresholds of significance for air quality standards are contained in the General Plan MEIR of the General Plan MEA. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- c) Result in 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)? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not result in a considerable cumulative net increase of any criteria-pollutant that would exceed any applicable federal or state air quality standard. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance will not result in the exposure of sensitive receptors to substantial pollutant concentrations. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

e) Create objectionable odors affecting a substantial number of people? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not create any objectionable odors that might otherwise affect a substantial number of people. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

The mitigation measures listed below are required by the Master EIR and are sufficient to reduce potential impacts associated with the proposed project to less than significant levels:

1. None required.

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not adversely affect, either directly or indirectly, any species that has been identified as a candidate, sensitive, or special status species in local or regional plans, or

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Lakewood is located in a highly urbanized portion of Los Angeles County. The proposed ordinance will not have a substantial impact on any riparian habitat or other sensitive natural community, nor will it impede or alter the flow of any waterways. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no federally protected wetlands that would be impacted by the proposed ordinance, as defined by Section 404 of the Clean Water Act, within Lakewood. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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 nursery sites? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed ordinance will not interfere with the movement of any native resident or migratory fish or wildlife species, nor will it affect any established wildlife corridors or impede the use of native nursery sites. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1,6)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed ordinance will not conflict with any local policies or ordinances, including those goals found in the Conservation Element of the City of Lakewood General Plan. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

V. CULTURAL RESOURCES. Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (1,6)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed ordinance will not create a substantial adverse change to any historical resource. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (1,6)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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There will be no substantial adverse changes to any archaeological resources, as a result of the proposed ordinance. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will neither directly nor indirectly destroy any paleontological resources, site characteristics, or unique geological features. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) Disturb any human remains, including those interred outside of formal cemeteries? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not disturb the location of any known human remains. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

VI. GEOLOGY AND SOILS. Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ☐ ☐ ☐ ☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Strong seismic ground shaking? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Seismic-related ground failure, including liquefaction? (4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Landslides? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The region has many active and potentially active faults, however, Lakewood is not within an Alquist-Priolo Special Study zone. There are no known active faults in the City of Lakewood. The closest active fault is the Newport-Inglewood Fault Zone, located about four miles southwest of the City. The proposed ordinance by itself will not result in persons or buildings being threatened by seismic activity, landslides, nor mudflows. Projects are reviewed on a site-by-site basis to evaluate potential impacts relating to seismic activity and land/mud slides. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

b) Result in substantial soil erosion or the loss of topsoil? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not result in substantial erosion or the loss of topsoil. Projects are reviewed on a site-by-site basis to evaluate potential impacts relating to soil erosion and loss of topsoil. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The properties affected by the proposed ordinance are not located on a geological unit or soil in such a way that would cause the soil to become unstable, or result in any other geologic defect. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Although Lakewood is within a part of Los Angeles County recognized as having expansive soil, develop projects are subject to Building Code requirements for development in areas having expansive soil, if applicable. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Projects in Lakewood do not involve any new installation, or connection, to any septic tank or alternative waste water disposal system and are connected to the public sewer system operated by the Los Angeles County Sanitation District. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS. Would the project:

- a) Generate greenhouse emissions, either directly or indirectly, that may have a significant impact on the environment? (1,6,11) ☐ ☐ ☐ ☒

The proposed ordinance will not directly result in significant levels of greenhouse gas emissions. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (1,6,11) ☐ ☐ ☐ ☒

In September 2006, the state legislature approved Assembly Bill 32 thereby adopting the California Global Warming Solutions Act (CGWSA) by amending Section 38500 of the Health and Safety Code. The central goal of AB 32 is to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020. The proposed ordinance will not directly conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance itself does not have the characteristics which would otherwise result in the transport, use, or disposal of significant amounts of hazardous materials. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance itself does not involve the handling of any hazardous materials. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile into the environment? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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By itself, the proposed ordinance will not emit any hazardous emissions, nor does it involve the handling of hazardous or acutely hazardous materials, substances or waste. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no hazardous materials sites within the city of Lakewood pursuant to data compiled to Government Code Section 65962.5. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (1,6,9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance will not require persons residing or working within an area designated as an airport influence area to be exposed to potential safety hazards. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,5,9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not require persons residing or working in the vicinity of a private airstrip to be exposed to potential safety hazards. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not interfere with an adopted emergency response plan or emergency evacuation plan. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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urbanized areas or where residences are
intermixed with wild lands? (1,6,11)

There are no brush lands or forest lands within the City. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

IX. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements? (1,6)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed ordinance by itself will not impact water quality standards. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- 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 or which permits have been granted? (1,6)
- | | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The proposed ordinance by itself will not impact groundwater supply standards. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance will not impact drainage patterns. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not impact any drainage patterns including the courses of streams and/or rivers, nor will alter the rate of surface runoff in a manner that would result in flooding on- or off-site. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? (1,5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not impact create, or contribute to, water runoff in a manner that would exceed the capacity of existing or planned storm water drainage systems, nor will the proposed ordinance provide substantial additional sources of polluted runoff. Projects are subject to SUSMP requirements, which would further reduce impacts from storm water runoff. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

f) Otherwise substantially degrade water quality? (1,5) ☐ ☐ ☐ ☒

The proposed ordinance will not result in projects that would otherwise degrade water quality. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,5,6) ☐ ☐ ☐ ☒

The proposed ordinance does not involve the construction or the relocation of any housing. No housing will be placed within a 100-year flood hazard zone. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (1,5,6) ☐ ☐ ☐ ☒

The proposed ordinance will not require the placement of any structures within a 100-year flood hazard zone nor will it require any structures to be modified or constructed in a manner that would impede or redirect projected flood flows. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,5,6) ☐ ☐ ☐ ☒

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed ordinance will not require exposure of persons or structures to significant risk of loss, injury, or death involving flooding, including flooding as result site in not located in a flood hazard area. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

j) Inundation by seiche, tsunami, or mudflow? (1,5) ☐ ☐ ☐ ☒

The proposed ordinance will not result in new or expanded projects being impacted by a seiche, tsunami, or mudflow. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

X. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community? ☐ ☐ ☐ ☒
(1,6)

The proposed ordinance will not disrupt or divide the physical arrangement of an established community, including a low income or minority community. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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 ☐ ☐ ☐ ☒

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the purpose of avoiding or mitigating an environmental effect? (1,5,6)

The proposed ordinance will not conflict with any applicable land use plans, policies, or regulations. Projects will be reviewed on a site-by-site basis to evaluate potential impacts relating to issues concerning land use. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (1,6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not conflict with any habitat conservation plan or natural community plan. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XI. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1,6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not 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 of California. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no mineral recovery sites delineated by the City of Lakewood General Plan, therefore, the proposed ordinance will not result in the loss of such sites. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XII. NOISE. Would the project:

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? (1,6,7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not require the exposure of persons to, or the generation of, established noise levels. In residential areas, Lakewood Municipal Code Section 9376.1 states that “the sound pressure level permitted herein shall be measured at any point on the property line of the residential property affected and is sixty decibels, reference 0.002 microbar, read on the A scale of a sound level meter.” Further, Lakewood Municipal Code Section 9376.1 states that “no person within any area of the City zoned for residential use or any area adjacent thereto shall own, possess, control, or maintain any machinery, equipment, pumps, fans, air conditioning or air-handling apparatus, or similar mechanical devices which cause the noise level at the property line of any property zoned for residential uses to exceed the sound pressure level permitted herein by more than five decibels. In no case are sound levels from such equipment allowed to exceed 65 dB(A) at any point on the property line of a residential property.

The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance will not require the exposure of persons to, or the generation of, excessive groundborne vibration or groundborne noise levels. Section 8019 of the Municipal Code establishes hours of construction, which are 7:00 a.m. to 7:00 p.m., Mondays through Saturdays, and 9:00 a.m. to 7:00 p.m. on Sundays. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not result in a permanent increase in ambient noise levels. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance will not result in a substantial temporary or periodic increase in ambient noise levels. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6,9)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed ordinance will not require persons residing or working within an area designated as an airport influence area to be exposed to excessive noise levels. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

f) For a project within the vicinity of private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (1,6,9) ☐ ☐ ☐ ☒

The proposed ordinance will not require persons residing or working within the vicinity of a private airstrip be exposed to excessive noise levels. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XIII. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or directly for example, through extension of roads or other infrastructure? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not induce significant population growth. Since the City of Lakewood is nearly "built-out," significant increases to current population levels are not expected as a result of the proposed ordinance. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance does not require the displacement of any existing housing. The proposed ordinance will not result in the displacement of any housing units which in turn would require the construction or relocation of any dwelling units. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (1,6)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed ordinance does not require the displacement of any persons. The proposed ordinance will not result in the displacement of any persons which in turn would require the construction or relocation of any dwelling units. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XIV. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: (1,8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed ordinance by itself will not directly impact fire or law enforcement services, nor will it impact schools, parks, or other public facilities. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XV. RECREATION.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated? (1,6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed ordinance by itself will not directly impact any existing or proposed park facilities. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? (1,6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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By itself the proposed ordinance will not result in a recreational facility being expanded in a manner that would otherwise have an adverse physical effect on the environment. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XVI. TRANSPORTATION / TRAFFIC. Would the project:

a) Cause an increase in traffic which is ☐ ☐ ☐ ☒
substantial in relation to the existing traffic load
and capacity of the street system (i.e., result in a
substantial increase in either the number of
vehicle trips, the volume to capacity ratio on
roads, or congestion at intersections)? (1,6,9)

b) Exceed, either individually or cumulatively, ☐ ☐ ☐ ☒
a level of service (LOS) standards established by
the county congestion management agency for
designated roads and highways? (1,6,10)

a-b) The proposed ordinance by itself will not result in a significant increase in vehicular traffic, nor will the proposed ordinance by itself result in an individual or cumulative impact to any LOS standards. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)

The proposed ordinance does not propose to directly or indirectly, change air traffic patterns or create any safety risks with regards to air traffic. The proposed ordinance does not address a

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance itself does not require any changes to any driveway aprons, intersections, sharp curves, or incompatible uses. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

e) Result in inadequate emergency access? (1,6) ☐ ☐ ☐ ☒

The proposed ordinance will not result in inadequate emergency access. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

f) Result in inadequate parking capacity? (1,6,7,8) ☐ ☐ ☐ ☒

The proposed ordinance does not require any changes to parking capacity. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (1,7,8) ☐ ☐ ☐ ☒

The proposed ordinance by itself will not conflict with any adopted policies, plans, or programs supporting alternative transportation. The proposed ordinance does not address a specific site and

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (1,6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed ordinance by itself will not result in additional wastewater that might exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? (1,6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed ordinance by itself does not require the construction or expansion of any water or wastewater treatment facilities. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? (1,6) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed ordinance by itself will not require the construction of new off-site storm water drainage facilities. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (1,6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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By itself the proposed ordinance will not impact the capacity of existing waters systems. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

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? (1,6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A Master EIR was prepared as part of the 1996 General Plan, and a Master Environmental Assessment was adopted on September 25, 2007. For both documents, comments were solicited from various agencies, including Los Angeles County Sanitation District. The proposed ordinance by itself will not individually or cumulatively exceed the environmental thresholds established by the MIR or the MEA. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (1,6)

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed ordinance by itself will not impact the capacity of solid waste disposal facilities. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

g) Comply with federal, state, and local statutes ☐ ☐ ☐ ☒
and regulations related to solid waste? (1,6)

The proposed ordinance by itself does not conflict with any applicable federal, state and local regulations pertaining to solid waste. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to ☐ ☐ ☐ ☒
degrade the quality of the environment,
substantially reduce the habitat of a fish or
wildlife species, cause a fish or wildlife
population to drop below self-sustaining levels,
threaten to eliminate a plant or animal
community, reduce the number or restrict the
range of a rare or endangered plant or animal or
eliminate important examples of the major periods
of California history or prehistory?
(1,2,3,4,5,6,7,8,9,10,11)

The City is within a highly urbanized portion of Los Angeles County. The proposed ordinance by itself will not have a negative impact on any rare or endangered wildlife. The ordinance itself will not result in project sites that have a significant potential to impact rare or endangered wildlife. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation

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measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (1,2,3,4,5,6,7,8,9,10,11)

☐ ☐ ☐ ☒

The proposed ordinance by itself will not produce impacts that are individually or cumulatively considerable. The ordinance by itself will not result in project sites that have a significant potential to conflict with the General Plan and with applicable standards as contained in the Municipal Code. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (1,2,3,4,5,6,7,8,9,10,11)

☐ ☐ ☐ ☒

The proposed ordinance itself will not directly or indirectly have substantial adverse effects on human beings. By itself the ordinance will not result in project sites that have a significant potential to have direct or indirect substantial adverse effects on human beings. The proposed ordinance does not address a specific site and once a project has been identified, each project will be analyzed on a site-by-site basis and the appropriate review will be conducted pursuant to the California Environmental Quality Act and appropriate mitigation measures applied. The proposed ordinance would require a conditional use permit for all carwashes and would provide an opportunity for public comment and the application of appropriate conditions.

Mitigation Measures

1. None required.

XVIII. EARLIER ANALYSES.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration (CEQA Guidelines Section 15063(c)(3)(D)). CEQA Guidelines Section 15152 permits tiering of environmental analyses for separate but related projects including plans and development projects. According to Guidelines Section 15152(b), tiering is appropriate when the sequence of analysis is from an EIR prepared for a General Plan, policy or program to a site specific EIR or negative declaration. In the case of this project, the environmental analysis was tiered from the Master EIR prepared for the Lakewood Comprehensive General Plan. Guidelines Section 15152(h)(1) specifically identifies a General Plan EIR as a type of EIR that can be used for tiering. The City prepared the Master EIR in November, 1996 and approved the MEA on September 25, 2007.

Earlier Analysis

- a) Earlier analyses used. Identify earlier analyses and state where they are available for review.

Documents used for this analysis include the City of Lakewood General Plan Technical Background Report. Copies of information used to prepare this Initial Study, as well as the Master EIR and MEA, are on file and available for public review during normal business hours at the City of Lakewood Community Development Department, 5050 Clark Avenue, Lakewood, California 90712.

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

Impacts that reference the environmental documents listed in section a) above, are contained within the scope of those documents and have been adequately analyzed in those documents, pursuant to applicable legal standards.

- c) Mitigation measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe mitigation measures incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

There are no effects that are “Less than Significant with Mitigation Incorporated.”

IV. SUPPORTING INFORMATION SOURCES

1. City of Lakewood Comprehensive General Plan. City of Lakewood. This reference includes the Policy Document, the Technical Background Report, and the Final Master EIR, first adopted November, 1996, and the Master Environmental Assessment, as approved on September 25, 2007.

2. California Government Code Section No. 51200 et seq. State of California (see Section II.a) of this Environmental Checklist).
3. A Guide to the Farmland Mapping and Monitoring Program. California Department of Conservation. 1994.
4. Seismic Hazard Zones, Long Beach Quadrangle Official Map. California Department of Conservation: Division of Mines and Geology. March 25, 1999.
5. National Flood Insurance Program, Flood Insurance Rate Map, Community-Panel Number 060130 0005 A. Federal Emergency Management Agency. Effective January 11, 2002.
6. Official Zoning Map (as amended). City of Lakewood.
7. Municipal Code of the City of Lakewood (as amended). City of Lakewood.
8. California Airport Land Use Planning Handbook. State of California Department of Transportation Division of Aeronautics. January, 2002.
9. California Department of Forestry and Fire Protection. Fire Hazard Severity Zone map for Los Angeles County:
http://www.fire.ca.gov/fire_prevention/fhsz_maps/fhsz_maps_losanageles.php June 9, 2010.

RESOLUTION NO. 12-2015

A RESOLUTION OF THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD RECOMMENDING WITH REPORT AND FINDINGS THAT THE PROPOSED ORDINANCE BE ADOPTED BY THE CITY COUNCIL AMENDING THE LAKEWOOD MUNICIPAL CODE AND OFFICIAL ZONING ORDINANCE CLARIFYING THAT PORTION OF THE LAKEWOOD MUNICIPAL CODE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES.

THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD DOES HEREBY FIND, RESOLVE AND DETERMINE AS FOLLOWS:

SECTION 1. The Planning and Environment Commission of the City of Lakewood did initiate a hearing, pursuant to Section 9411 of the Lakewood Municipal Code, pertaining to an amendment to the Lakewood Municipal Code and Official Zoning Ordinance clarifying that portion of the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones; and said Commission did on the 2nd day of July, 2015, following notice given in the time and manner required by law, consider the Ordinance proposing to amend the Lakewood Municipal Code as described herein. This Resolution, with the findings and recommendations herein contained, along with the record of the proceedings of the Planning and Environment Commission constitutes said Commission's report to the City Council.

SECTION 2. The Planning and Environment Commission has considered the Initial Study and proposed Negative Declaration for the proposed Ordinance, and recommends that the City Council approve the Negative Declaration. The Planning and Environment Commission accepts any and all comments on the Initial Study and proposed Negative Declaration and forwards those comments to the City Council.

SECTION 3. The Commission reports that legal publication was made in the Press Telegram and that notice of public hearing was posted all as required by applicable law. The Commission did hold a public hearing on the 2nd day of July, 2015, at which hearing there was oral and documentary evidence submitted, all of which evidence has been considered by the Commission in its decision to adopt this Resolution. Such evidence includes, but is not limited to, correspondence dated June 30, 2015, from the law firm of Park & Velayos. At such hearing, in response to such correspondence, the City Attorney provided the following information: While it is true that objections to an application for a specific carwash project were the impetus for the staff's consideration of the proposed amendment, it is certainly not the case that the proposed amendment affects only the property that was the subject of that application, for several reasons: (1) There are over 300 properties in the City that could, theoretically, be the location of an application for a car wash; (2) there are at least 10 existing carwashes in Lakewood that have outdoor vacuums, and in the

event of a determination that the Lakewood Municipal Code does not allow such outdoor vacuums, all of those uses would be nonconforming; (3) staff has received inquiries about potential carwashes on other properties within the past several weeks; (4) there is no longer an application for a carwash pending on the property located at 11747 Carson Street; and (5) the parties who submitted the now-abandoned application for a carwash at 11747 Carson Street are considering other potential uses for that property. The City Attorney further indicated that given the potential application of the proposed amendment to many properties and potential future projects, it is not possible to determine the environmental impacts of specific projects until such projects are identified and proposed. In addition to the summary of the hearing set forth herein, a more detailed summary of the hearing shall be contained in the Minutes of the Planning and Environment Commission meeting of the 2nd day of July, 2015, and the Commission hereby directs that those Minutes be transmitted to the City Council as an additional component of this Resolution.

SECTION 4. The Planning and Environment Commission hereby finds that said proposed Ordinance should be adopted for the following reasons and findings:

A. The Lakewood Municipal Code does not explicitly describe vacuums and other outdoor equipment and activities normally associated with a carwash as being allowed to be located or used outside of a building. Vacuum stations, whether at self-serve or full-serve carwashes, are normally located outdoors or under a permanent canopy not just in Lakewood, but throughout the state. Full service carwashes often use compressed air to supplement hand towels for drying vehicles outside. Other outdoor carwash-related activities include window cleaning, applying tire/wheel dressing, and sometimes shampooing floor mats.

B. The Lakewood Municipal Code does not explicitly permit all the various ancillary outdoor accessory uses, displays, and storage which are normal and incidental to a primary permitted commercial use as being allowed to be located or used outside of a building.

C. Requiring a conditional use permit for all carwash facilities would allow discretionary review of all carwash facilities which would provide effective enforcement to mitigate potential impacts for all carwashes. The conditional use permit process is an effective method to control impacts from carwashes facilities. Currently, carwash facilities more than 200 feet from residentially zoned property are not required to obtain a conditional use permit.

D. The variety of carwash business models have changed dramatically and now extend beyond the basic definition of mechanical wash racks.

E. The amendment is necessary to allow vacuums and other outdoor equipment and activities normally associated with a carwashes and other primary commercial uses to be conducted outdoors as requiring them to be within fully enclosed buildings would result in building

configurations inconsistent with the City's policy of maximizing the development and economic potential of under-utilized properties zoned for commercial and manufacturing uses.

F. The amendment is necessary to clarify that vacuums and other outdoor equipment and activities are normally associated with carwashes and other primary commercial uses and are normally conducted outdoors. Requiring such uses and activities to be within fully enclosed buildings would impose an unnecessary and impractical hardship on owners of such properties.


G. A conditional use permit is necessary for all carwashes because noise and other impacts from carwashes may negatively affect residential uses even when a carwash is more than 200 feet away from a residential property line. Conditions controlling such impacts are necessary to preserve the public peace, safety, morals, order and general welfare of the City and said inhabitants.

H. The amendment is necessary because the variety of carwash business design models has changed over time and the Lakewood Municipal Code has not remained current in this regard. The proposed amendment is necessary to address modern business practices in all forms of carwashes, whether they are self- or full-serve.

I. This amendment is necessary to carry out the general purposes of Chapter 3 of Article IX of the Lakewood Municipal Code in order to make certain that existing car wash businesses that have outdoor vacuums are not in jeopardy of being found to be noncompliant with the requirements of such Chapter, and to provide for better regulatory control of future carwash uses.

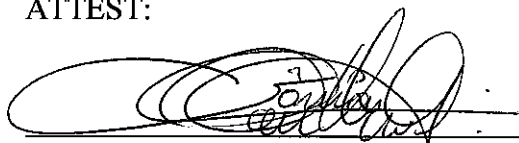
ADOPTED THIS 2nd day of July, 2015, by the Planning and Environment Commission of the City of Lakewood by the following roll call vote:

AYES:	COMMISSIONERS: Stuckey, Manis, McKinnon, Samaniego, Quarto
NOES:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:
ABSTAIN:	COMMISSIONERS:



Robert Quarto, Chairperson

ATTEST:



Sonia Dias Southwell, AICP
Director of Community Development/Secretary

Mr. Bridge concluded his remarks by addressing the Commission, explaining that he supports Mr. Dixon's proposed use of the space, but that he is requesting assurances that the City Council will take responsibility for resolving any issues that may arise regarding disturbances.

Mr. Dixon returned to the podium, explaining that he had already cleaned up a lot of trash and debris at the site. Mr. Dixon added that he was also discouraging two homeless men from living in the bushes and sending away the skateboarders. Mr. Dixon encouraged anyone with an issue to come in to the business and speak to him directly to give him an opportunity to resolve it. Mr. Dixon concluded his remarks by stating that one of the conditions he was agreeing to in the Resolution was to keep the door closed and keep the noise levels down.

Commissioner Samaniego asked Mr. Dixon if he had any relationship to the batting cages located on Paramount Boulevard.

Mr. Dixon responded that he does not, adding that his employees are all Lakewood residents as well as Lakewood alumni.

There being no one else wishing to be heard on the matter, Chairperson Quarto closed the public hearing.

Commissioner Samaniego moved and Commissioner McKinnon seconded that RESOLUTION NO. 8-2015, A RESOLUTION OF THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD, RECOMMENDING CONDITIONAL USE PERMIT NO. 922, WITH CATEGORICAL EXEMPTION, ON PROPERTY LOCATED AT 5925 CARSON STREET, be approved as SUBMITTED.

AYES: COMMISSIONERS: Samaniego, McKinnon, Quarto, Manis, Stuckey
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: None
ABSTAIN: COMMISSIONERS: None

ORDINANCE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES

Senior Planner Paul Kuykendall delivered the oral report all as contained in the staff report and slide presentation, all kept in the file for ORDINANCE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES.

When Mr. Kuykendall concluded his report, Director Southwell added that this ordinance is only a clarification of existing policy and that the Code provisions regarding allowing outdoor vacuums in conjunction with a carwash had always been interpreted in this manner.

There being no questions of staff, Chairperson Quarto declared it to be the time and place for the public hearing, asking anyone wishing to be heard on the matter to come forward.

Mr. Francis Park with Park and Velayos, 801 S. Figueroa Street, Los Angeles, California 90017, addressed the Commission, requesting that the Commission void its April 2nd Resolution of Intention to hold a public hearing and initiate an amendment to the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones. Mr. Park read a letter detailing that request and submitted that letter to the Commission.

Upon completion of Mr. Park's remarks, Attorney Skolnik responded that he was reasonably certain the Mr. Park's associate had been in attendance for the entirety of the April 2nd meeting, and that makes it difficult to understand how Mr. Park could have been unaware of what occurred at that meeting. Attorney Skolnik continued that many of Mr. Park's allegations are simply untrue and that there had never been any intention on the part of the City to be underhanded in any way. Attorney Skolnik added that the City has conducted itself properly with respect to the delivery of documents for Mr. Park's consideration, and, setting aside any procedural arguments regarding CEQA, from a substantive standpoint, there is no prejudice to anyone here. The Planning and Environment Commission is only *recommending* an action to the City Council and *recommending* a CEQA action. Mr. Park will have ample opportunity to make any substantive CEQA arguments up to the time that the City Council would consider this ordinance because there isn't going to be an ultimate CEQA determination until and unless the City Council actually adopts this ordinance.

Director Southwell explained that the Notice of Intent states that the City is taking comments until April 18 and she believed that to be a typographical error, because the comment period continues until the hearing of the City Council, and it is the City Council that makes the ultimate decision.

Attorney Skolnik concluded his remarks by stating that the recommendation of the Planning and Environment Commission remains unchanged.

There being no one else wishing to speak on the matter, Chairperson Quarto closed the public hearing.

Commissioner Manis moved and Commissioner Stuckey seconded that RESOLUTION NO. 9-2015, A RESOLUTION OF THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD, MOVING STAFF RECOMMENDATION TO FORWARD THE ORDINANCE TO THE CITY COUNCIL FOR APPROVAL, be approved as submitted.

AYES:	COMMISSIONERS:	Manis, Stuckey, McKinnon, Samaniego, Quarto
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	None
ABSTAIN:	COMMISSIONERS:	None

DRAFT

~~Commissioner McKinnon moved and Vice Chairperson Stuckey seconded that RESOLUTION NO. 10-2015, A RESOLUTION OF THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD, RECOMMENDING CONDITIONAL USE PERMIT NO. 923, WITH CATEGORICAL EXEMPTION, ON PROPERTY LOCATED AT 5925 CARSON STREET, be approved as SUBMITTED.~~

~~AYES: COMMISSIONERS: McKinnon, Stuckey, Manis, Samaniego, Quarto
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: None
ABSTAIN: COMMISSIONERS: None~~

ORDINANCE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES

Senior Planner Paul Kuykendall delivered the oral report all as contained in the staff report and slide presentation, all kept in the file for ORDINANCE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES.

When Mr. Kuykendall concluded his report, Attorney Skolnik announced that he would like to make comments on this item before the close of the public hearing.

Acknowledging Attorney Skolnik's request, Chairperson Quarto declared it to be the time and place for the public hearing on the Ordinance Pertaining to Carwashes, asking anyone wishing to be heard on the matter to come forward.

Veronique Trimble, 801 S. Figueroa Street, Los Angeles, California 90017, addressed the Commission, identifying herself as the representative of the law firm Park and Velayos. Ms. Trimble requested that the Commission delay any further consideration of the Zoning Code Ordinance until such time as staff takes action to correct the errors and deficiencies identified in correspondence dated June 30, 2015 and until an appropriate CEQA document can be prepared.

Attorney Skolnik acknowledged receipt of the correspondence dated June 30, 2015 along with all accompanying materials and confirmed that copies had been distributed to the members of the Commission and that the document is now part of the record of this proceeding. Attorney Skolnik indicated that he would respond to some of the assertions contained in the letter and reiterated in the oral presentation.

Attorney Skolnik stated that there is no question that the objections raised to the project noted by the speaker and noted in the correspondence were the impetus for the staff to reevaluate the wording in the Municipal Code and to initiate this amendment process. Where the assertion falls short is in its continuing insistence that this is all an attempt to advance one particular carwash project. In reality, the Lakewood Express Carwash application has been withdrawn and is no longer under consideration. Staff does not know if a revised carwash project will ever be refilled on that subject property. It is not possible to evaluate the CEQA

impacts of a potential project that has not been filed and that is not under current review. It is not known at this time what that project will look like, if in fact it is ever submitted.

This is a city-wide ordinance. With 376 potential locations, there is no way to evaluate the CEQA impact of any of those particular hypothetical projects, any of which can be completely different from an environmental impact standpoint or from a design standpoint. In the interim since this all started with that singular application, the City has already received inquiries from other locations in the City regarding other potential carwashes. It is necessary to proceed with this ordinance in order to clarify the City's policy position with respect to existing and future carwash applications. One of the facets of this proposed ordinance is that it imposes a Conditional Use Permit requirement on any future carwash application regardless of whether that carwash is located within 200 feet of a residential zone. It will give the City a tool to impose a discretionary entitlement which constitutes a project for CEQA purposes. It will be specific for any application that is submitted and will enable staff to perform the CEQA analysis regarding the impacts of particular projects.

Attorney Skolnik continued that, bolstering his earlier statement regarding the lack of certainty as to whether there will even be a carwash application coming in for the property that really started all of this, there have been recent discussions between staff and the applicants for that carwash project regarding other potential uses on that property.

Presently there are at least ten existing carwashes in the City and they all have outdoor vacuums. Knowing what the Code does and does not say with regard to that, the history is that staff has always interpreted the Code as allowing those outdoor vacuums. If in fact the assertions are correct, although that is not being conceded, and if it is determined that the Code does not allow that, staff is proposing clarification of the Code to allow such accessory uses and to prevent ten existing properties from becoming nonconforming. This would not be in anybody's best interest.

Attorney Skolnik stated that, as a result of the letter received from Park & Velayos, and in anticipation of the response that would be made to that letter this evening, he had collaborated with staff to develop a revised draft resolution for consideration by the Commission. Attorney Skolnik explained that he had included his anticipated response in the section of the resolution that summarizes the hearing before the Planning and Environment Commission. If the Commission decides to adopt the revised resolution, copies will be available to the speaker and any other interested party.

Attorney Skolnik concluded his remarks by stating that, substantively, the revised resolution is not different and there are no changes in the recommended ordinance. That being the case, staff recommendation to forward this ordinance to the City Council for approval remains unchanged.

There being no one else wishing to speak on the matter, Chairperson Quarto closed the public hearing.

Commissioner Manis moved and Commissioner Stuckey seconded that RESOLUTION NO. 12-2015, A RESOLUTION OF THE PLANNING AND ENVIRONMENT COMMISSION OF THE CITY OF LAKEWOOD, MOVING STAFF RECOMMENDATION TO FORWARD THE ORDINANCE TO THE CITY COUNCIL FOR APPROVAL, be approved as submitted.

AYES: COMMISSIONERS: Manis, Stuckey, McKinnon, Samaniego, Quarto
NOES: COMMISSIONERS: None
ABSENT: COMMISSIONERS: None
ABSTAIN: COMMISSIONERS: None

REPORTS:

- **Development Review Board reports for May and June of 2015** were received and filed.

CORRESPONDENCE:

During the Public Hearings portion of the meeting, Attorney Skolnik acknowledged receipt of correspondence from Park & Velayos dated June 30, 2015 along with all accompanying materials and confirmed that copies had been distributed to the members of the Commission and that the document is now part of the record of this proceeding.

ORAL COMMUNICATIONS: None.

WRITTEN COMMUNICATIONS: None

ADJOURNMENT: The meeting was adjourned at 7:30 p.m.

Secretary

June 30, 2015

BY EMAIL

Planning and Environment Commission
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712
Attn: Secretary

Re: July 2, 2015 Planning and Environment Commission Regular Meeting: Carwash Ordinance 2015

Honorable Commissioners:

The law firm of Park & Velayos LLP was first retained to review a carwash project that was proposed for 11747 Carson Street in Lakewood, California (the "Project"). As you may now know, the carwash Project failed to comply with the City of Lakewood's Zoning Code, and City staff has taken a number of actions to assist the Project applicant, including this Zoning Code amendment that was initiated by this Commission on April 2, 2015. We submitted a number of comment letters that identified the Project's failure to comply with City Code, the many substantive deficiencies in the California Environmental Quality Act ("CEQA") documents (both Negative Declarations) prepared for the Project and the Zoning Code amendment, and the many process deficiencies employed by City staff in their haste to assist the carwash Project. A copy of our last comment letter dated June 3, 2015 is attached for your reference as Exhibit A. We also hereby request that all of our comment letters to the City be included in the administrative records for both the Project and Zoning Code Amendment matters. Our comments were mostly ignored until your City Attorney became involved and recommended that the Zoning Code amendment be taken off of the agenda for the Lakewood City Council hearing on June 9, 2015.

Clearly, the City now agrees that the carwash Project failed to comply with the City's Zoning Code and City staff is attempting to assist the carwash Project in the guise of adopting a Zoning Code amendment that does not apply to any particular property. We were informed previously by City staff that the carwash Project had been withdrawn and will be re-submitted at a later time, presumably after adoption of this Zoning Code Amendment. This Zoning Code amendment is, therefore, a critical antecedent to the carwash Project, and the Project and Zoning Code amendment are inextricably intertwined. However, the Negative Declaration for the Zoning Code amendment prepared by City staff is deficient and inadequate for purposes of CEQA; the Negative Declaration continues the fiction that the Zoning Code amendment "does not apply to any specific real property within the City and applies to the City generally" (Negative Declaration, p. 2). However, the City's "fiction" ignores the fact that this amendment was brought about to allow the carwash Project to proceed as proposed, rather than comply with

existing Municipal Code provisions, and specifically applies to the carwash property. In fact, Ms. Dias Southwell indicated as much in her presentation to the City Council on May 26, 2015.

Notwithstanding, City staff has prepared a Negative Declaration that fails to provide any necessary analyses and punts on every CEQA topic by stating that "appropriate review will be conducted pursuant to the California Environmental Quality Act" at a later time once a project has been identified. In effect, City staff is asking this Commission to remove the existing building enclosure requirement from the City's Zoning Code, but has given the Commission no analyses to base its decision. There is in fact no analysis for any property that may be impacted by the removal of this building enclosure requirement. Every property that may be affected by this decision should be identified and potential impacts should be disclosed for the public and this Commission to understand the import of removing the existing building enclosure requirement. This building enclosure requirement has been in the City's Zoning Code for a great number of years and provides important protections for neighboring properties throughout the City such as noise, air quality, dust, odor and aesthetics protections. It makes sense, therefore, that any attempt to delete this building enclosure requirement should be accompanied by real analyses of the impacts, good or bad, of this decision. Unfortunately, the Negative Declaration before you fails utterly in this regard, fails to identify any properties that may be impacted, and fails ultimately to comply with CEQA. We hereby request that this Commission delay further consideration of this Zoning Code amendment until City staff can correct the errors and deficiencies that we have identified and circulate a valid CEQA document.

I. The Current Negative Declaration Is Deficient.

As discussed above, the current Negative Declaration released on June 12, 2015 is deficient and inadequate for purposes of CEQA. We previously identified a number of deficiencies in our letter dated June 3rd, which have not been addressed. The noise impacts of the Zoning Code amendment are not analyzed at all with respect to the carwash Project site or any other properties that may be impacted in the future. The noise protections afforded by this existing building enclosure requirement are set forth in the City's Zoning Code for good reason and any changes should at a minimum be analyzed for the protection of all potentially-affected Lakewood residents and properties.

However, despite our many attempts to raise the issue, City staff continues to ignore our comments and has prepared a Negative Declaration that fails to include any analysis of potentially significant noise impacts. The Negative Declaration again simply states that the "[p]roposed ordinance will not result in permanent increase in ambient noise levels" (Negative Declaration, p. 23). No data or analysis is included to support this conclusion. No study is provided to analyze what noise impacts will occur with the Zoning Code amendment in place or how significant those impacts may be. Furthermore, in the noise study provided for the carwash Project, the outdoor vacuum blowers were shown to increase ambient noise levels, even above the limits required in the City's noise regulations. In addition, no mitigation measures are proposed to reduce potentially significant noise impacts. How can it be that the Negative Declaration is sufficient without impacted properties identified, when the City is at least aware that the carwash Project will have a significant noise impact with outdoor vacuum blowers? The

noise study for the carwash Project disclosed noise level impacts above 60 dB(A), which is a violation of the Los Angeles County noise provisions adopted by the City (Noise Study, p. 8 and County Code Sections 12.08.450, 12.08.390). The Negative Declaration states that the "Initial Study examined whether the project will result in any new project-specific environmental impacts" (Negative Declaration, p. 1), but clearly no examination has occurred, as no noise study is provided and no analysis of potentially significant noise impacts has been made or examined.

Moreover, the Negative Declaration Noise Section still contains misleading information, as we had previously pointed out in our letter dated June 3rd to the City Council. It states that "[i]n no case are sound levels from such equipment allowed to exceed 65 dB(A) at any point on the property line of a residential property" (Negative Declaration, p. 22). In fact, Los Angeles County Code Section 12.08.390, which regulates exterior noise standards, sets a limit of 50 dB(A) in the daytime on receptor residential properties and 55 dB(A) in the day time on receptor commercial properties. Again, no noise study is included with this Zoning Code amendment, and the noise study prepared for the carwash Project demonstrates that noise levels will exceed the City's noise protection thresholds. The potentially significant noise impacts of proposed outdoor vacuum stations and the removal of the existing building enclosure requirement have not been analyzed under applicable noise provisions nor analyzed at all, and as such a noise study should be conducted to analyze noise levels and analyze impacts under the applicable provisions for consideration by the Commission and City Council. The CEQA document should identify all properties affected and related impacts associated with the deletion of this building enclosure requirement.

Further, the proposed Zoning Code amendment conflicts with the General Plan. The Negative Declaration, Land Use Section states that "[t]he proposed ordinance will not conflict with any applicable land use plans, policies or regulations" (Negative Declaration, p. 21). This is not correct. The proposed ordinance conflicts with a number of General Plan goals and policies. For example, it conflicts with General Plan Goal 6.0-1, which states the goal to "[m]aintain or reduce noise levels throughout the city." The Zoning Code amendment, as proposed, will do exactly the opposite of this General Plan goal by removing an important noise protection in the Municipal Code. Noise levels will be increased by the Zoning Code amendment instead of maintained or reduced.

Furthermore, the Zoning Code amendment conflicts with General Plan Policy 6.0-1.1, which states the policy to "[e]nsure that new and expanded commercial projects do not generate adverse noise impacts on adjacent residential areas." The Zoning Code amendment conflicts with this policy, as the Zoning Code amendment permits new commercial projects that may be sited without building enclosures that would generate adverse noise impacts on adjacent residential areas. In effect, the noise and other protections provided currently by the Municipal Code will be forever removed.

Finally, the Air Quality Section of the Negative Declaration states that "mitigation measures listed below are required by the Master EIR and are sufficient to reduce potential impacts associated with the proposed project to less than significant levels" (Negative Declaration, p. 8) but fails to list any mitigation measures. Notwithstanding the fact that no

mitigation measures are listed, it is unclear how anyone can get any idea of the level of impacts associated with this Zoning Code amendment when no analysis is provided much less whether or not any mitigation measures are sufficient to reduce impacts to a less than significant level. If there truly are mitigation measures, then this document should have been circulated as a Mitigated Negative Declaration rather than a Negative Declaration.

II. Conclusion

As discussed above, the proposed Negative Declaration is inadequate for CEQA purposes and cannot support adoption of the Zoning Code amendment. Further, it is our understanding that this amendment has been rushed unnecessarily through the City's process skipping a number of required steps throughout. The Negative Declaration is supposed to be a public disclosure document to satisfy the mandates of CEQA. Unfortunately, the current version of the Negative Declaration provides the public and this Commission with no analyses of any affected properties or potential impacts of removing this building enclosure requirement. The effect of this amendment is to remove important protections such as noise, air quality, dust and aesthetic protections for properties and residents throughout the City of Lakewood, and this amendment cannot be moved forward responsibly without fully appreciating the potential impacts and properties affected. This Negative Declaration fails in this regard and, therefore, fails to comply with CEQA. We hereby request that this Commission delay further consideration of this Zoning Code amendment until City staff can correct the errors and deficiencies that we have identified above.

Sincerely,

Francis Y. Park/VMT

Francis Y. Park
of PARK & VELAYOS, LLP

Enclosure

Exhibit A

June 3, 2015

BY EMAIL

Mayor Jeff Wood
Lakewood City Council
5050 North Clark Avenue
Lakewood, CA 90712

Re: Lakewood Ordinance No. 2015-5

Mayor Wood and Honorable Council Members:

The law firm of Park & Velayos LLP was first retained to review a proposed carwash project that was proposed for 11747 Carson Street in Lakewood, California (the "Project"). That Project was inconsistent with the City of Lakewood's Zoning Code, and City staff initiated a number of actions to assist the Project applicant including the zoning code amendment that will be considered by the Lakewood City Council on June 9, 2015 (the "Code Amendment"). We have provided the City previously with a number of letters commenting on the many violations of substance and process associated with the efforts to approve the carwash Project and now this Code Amendment. We hereby request that the City Council delay further consideration of this Code Amendment until City staff can correct the errors and deficiencies that we have identified.

I. The Commission Must Consider the Negative Declaration and Comments after Proper Noticing Prior to the City Council's Consideration of the Code Amendment and Must Make Findings for the Code Amendment.

First, when the Planning and Environment Commission initiated this Code Amendment on April 2, 2015 and further recommended adoption of the Code Amendment on May 7, 2015, there was no valid CEQA document. City staff recently released a new Initial Study/Negative Declaration on May 14, 2015 with the comment period expiring on June 9, 2015. We objected to the prior document as there was no notice or opportunity for the public to review and comment contrary to the principle of disclosure that is the central tenet of the California Environmental Quality Act. See our letter dated April 20, 2015 attached hereto as Exhibit A. Prior to City Council consideration, the Commission is required to consider the current Initial Study/Negative Declaration and comments after proper noticing. Second, the Commission has not made the required findings on the reasons the Code Amendment is necessary to carry out the general provisions of the Municipal Code. The Commission is required to make findings in its resolution and recommendation to City Council on reasons the Code amendment is necessary to carry out the provisions of the Lakewood Municipal Code. Both are further discussed below.

A. The Commission Must Consider the Initial Study/Negative Declaration and Comments after Proper Noticing Prior to the City Council's Consideration of the Code Amendment.

The Commission must consider the negative declaration and comments after proper noticing prior to the City Council's consideration of the Code Amendment. As we stated in our comment letter dated April 20, 2015 and letter dated May 7, 2015, City staff chose to move forward with this Code Amendment on April 2, 2015 without providing the public with a copy of the actual Resolution of Intention as required by Lakewood Municipal Code Section 9411. After a number of requests, we were provided with a copy of Resolution No. 7-2015 on April 8, 2015, six days after the Commission's action approving the Resolution. To our knowledge, this Resolution was not only unavailable to the general public on the evening of April 2nd but most likely unavailable to the Commission as well, so we question how the Commission could have acted on the Resolution. Further, on April 28, 2015, Paul Kuykendall from the City sent via email a Notice of Proposed Amendment to the Lakewood Municipal Code that provided us with notice of a Commission hearing to be held on May 7, 2015, and for the first time we discovered the existence of an Initial Study and Negative Declaration for the Code Amendment that commenced circulation for public review and comment on March 30, 2015 for twenty days. By the time we discovered the existence of the Initial Study/Negative Declaration, the time period for public comment had already expired. Even though we had previously requested that we be provided notices of all upcoming hearings and actions related to the Project, we were disappointed to find out that the City staff chose to circulate a CEQA document in secret and without giving us the common courtesy of any notice or opportunity for review. The fact that we were provided notice on April 28th after the expiration of the 20-day circulation period is alarming, unprofessional and contrary to the principles of good government and transparency.

We were further disappointed by the fact that the 20-day circulation period for the Initial Study/Negative Declaration commenced on March 30, 2015, two days before the Commission adopted the actual Resolution of Intention for this Code Amendment. Common sense would dictate that a CEQA document could only be completed and circulated after April 2nd, once the Commission had adopted the Resolution of Intention. We are troubled by the City's lack of transparency and question why City staff did not make this Initial Study/Negative Declaration available to the public on April 2, 2015 when the Commission adopted the Resolution of Intention if it was already complete and circulating in secret as of March 30, 2015.

While we were encouraged to see that the City staff reissued the Initial Study/Negative Declaration on May 14, 2015 with a comment period ending on June 9, 2015 ("Negative Declaration"), we were yet again disappointed to see that the Commission has not considered this Negative Declaration nor comments associated with it, and instead the process has been rushed straight to City Council. How can it be that the Commission initiates a code amendment, recommends it for approval by the City Council, but has not considered the applicable CEQA document and comments associated with the action? The Commission must first consider the applicable Initial Study/Negative Declaration and make a recommendation prior to City Council's consideration of the Code Amendment. The staff report for the City Council meeting on May 26 stated that "[t]he Commission found that on the basis of the Initial Study, the

proposed ordinance will not have a significant effect on the environment” (May 26 Agenda Packet, 1.3). The Resolution from the Commission also states that the “Commission has considered the proposed Negative Declaration and the comments received during the public review process” (Resolution No. 9-2015, Section 2). Clearly, this is inaccurate. As indicated above, the Commission has not considered the current Negative Declaration for the Code Amendment. The Negative Declaration was only issued on May 14th and available for public review on May 15th, while the Commission recommended approval of the Code Amendment on May 7, well before the Negative Declaration was re-issued.

B. The Commission Must Make Findings in Its Resolution and Recommendation to City Council on Reasons the Code Amendment Is Necessary to Carry out the Provisions of the Lakewood Municipal Code.

The Commission must make findings in its resolution and recommendation to City Council on reasons the Code Amendment is necessary to carry out the provisions of the Lakewood Municipal Code, and it has made no such findings. Section 9411.2 of the Lakewood Municipal Code requires that the Commission make findings stating the facts and reasons which make a code amendment necessary to carry out the general purposes of the Lakewood Municipal Code. The provisions states as follows:

The Planning Commission shall adopt and announce its report of findings by formal resolution not more than sixty (60) calendar days following the conclusion of a hearing. Said resolution shall recite, among other things, the facts and reasons in the opinion of the Planning Commission which make the approval or denial of the application for amendment, or resolution for amendment, necessary to carry out the general purposes of this Chapter, and shall contain summaries of the hearing or hearings and the recommendations of the Planning Commission.

Resolution No. 9-2015 from the Commission states only two findings as reasons to adopt the Code Amendment: first, that “[t]he Proposed amendment to the Lakewood Municipal Code will not be in conflict with the City’s General Plan; second, that “[t]he proposed ordinance will clarify the placement of vacuums and other equipment activities normally associated with a carwash as permitted in conjunction with such facilities, would delete carwashes as permitted uses when located more than 200 feet from residentially zoned property, and would require a conditional use permit for all carwashes.” Nothing in the Commission’s findings describe reasons why the Code Amendment is necessary to carry out the general purposes of the Lakewood Municipal Code. Furthermore, no reasons have been indicated why a conditional use permit is required for carwashes that are located more than 200 feet away from residential uses. As required by the City’s Municipal Code, the public should be provided with the reasons and justifications for why the City is going to such great lengths to amend its Municipal Code to permit the uses proposed in the carwash Project. Again, the Resolution from the Commission contains no reasons why this Code Amendment is necessary to carry out the provisions of the Municipal Code; in fact no reasons are given at all for either modification: the outdoor vacuum blowers or the conditional use permit requirement.

We respectfully request that the Council delay further consideration of this Code Amendment until the Commission properly notices, initiates, considers the correct Initial Study/Negative Declaration, and provides the reasons supporting the Code Amendment.

II. The Current Negative Declaration Is Deficient, and Noise Impacts Are Not Analyzed.

The current Negative Declaration is deficient and inadequate for purposes of the California Environmental Quality Act. For example, noise impacts are not analyzed at all. One of the significant changes proposed by the Code Amendment is eliminating a requirement in the City's Zoning Code for enclosure of all uses permitted in certain zones. The noise protection afforded by this current requirement is set forth in the City's Zoning Code for good reason and any changes should at a minimum be analyzed for the protection of Lakewood residents and properties. However, the current Negative Declaration includes no analysis on potentially significant noise impacts. The Negative Declaration simply states that the "[p]roposed ordinance will not result in permanent increase in ambient noise levels" (Negative Declaration, 17). No data or analysis is included to support this conclusion. No study is provided to analyze what noise impacts will occur with the Code Amendment in place or how significant those impacts may be. Furthermore, in the noise study provided for the carwash Project, the outdoor vacuum blowers were shown to increase ambient noise levels, even above the limits required in the City's noise regulations. In addition, no mitigation measures are proposed to reduce potentially significant noise impacts. How can it be that the Negative Declaration is sufficient without impacted properties listed, when the City is at least aware that the carwash Project will have a significant noise impact with outdoor vacuum blowers? The noise study for the Project stated noise levels above 60 dB(A), which is a violation of the Los Angeles County noise provisions adopted by the City (Noise Study, 8 and County Code Sections 12.08.450, 12.08.390).

Moreover, the Negative Declaration Noise Section contains misleading information. It states that "[i]n residential areas, the Municipal Code restricts sound levels to 65 dB(A) as measured along any point of a residential property line" (Negative Declaration, 17). In fact, Los Angeles County Code Section 12.08.390 that regulates exterior noise standards sets a limit of 50 dB(A) in the daytime on receptor residential properties and 55 dB(A) in the day time on receptor commercial properties. Furthermore, Section 9376 of the Lakewood Municipal Code limits noise increases to 5 dB(A) at residential property lines. Again, no noise study is included with this Code Amendment, and the noise study prepared for the carwash Project demonstrates that noise levels will exceed the City's noise protection thresholds. The potentially significant noise impacts of proposed outdoor vacuum stations have not been analyzed under applicable noise provisions nor analyzed at all, and as such a noise study should be conducted to analyze noise levels and analyze impacts under the applicable provisions for consideration by the Commission and City Council.

III. The Negative Declaration Contains Many Inconsistencies and Must Be Corrected.

In addition to the CEQA inadequacies described above, the Negative Declaration contains many inconsistencies and must be corrected. The document that the City staff has produced is a Negative Declaration without any mitigation measures. However, the Notice of Intent signed by Sonia Dias Southwell the Director of Community Development states, "I declare that I have examined the plans for the above-captioned project as submitted by the applicant, and on the basis of the 'Assessment of the Environment Questionnaire' on file in my office as a public document, it is my opinion that this project, *after mitigation*, will have no significant impact upon the environment" (Notice of Intent, dated May 14, 2015, emphasis provided). What are the proposed mitigation measures? None are included in this Negative Declaration.

Further, the Code Amendment specifically affects the carwash Project property and has been proposed specifically to allow the Project to proceed. The Negative Declaration states that "[t]his amendment does not affect any specific real property within the City and applies to the City generally" (Negative Declaration, 5). This amendment was brought about to allow the Project to proceed as proposed, rather than comply with existing Municipal Code provisions, and specifically applies to the Project property. In fact, Ms. Dias Southwell indicated as such in her presentation to the Council on May 26, 2015.

Moreover, no plans have been provided, and no permittee has been identified. The Negative Declaration specifically states under the section for earlier analyses used that "[d]ocuments used for this analysis include plans provided by the Permittee" (Negative Declaration, 26). Again, here the Negative Declaration is inconsistent. Either the City is using the plans for the Project while indicating no specific property is impacted, or there is a Permittee as yet unidentified for this Code Amendment. We can only speculate at this point, as can the Commission and Council since neither plans nor Permittee have been disclosed.

In conclusion, the Code Amendment has been rushed through the City's amendment process skipping required steps throughout, and the Negative Declaration is deficient as described above. We hereby request that this Council delay further consideration of this Code Amendment until City staff can correct the many errors and deficiencies that we have identified above in the Negative Declaration, and until the Commission considers the Code Amendment with appropriate CEQA documentation and proper noticing.

Sincerely,



Francis Y. Park
of PARK & VELAYOS, LLP

Enclosure

Exhibit A

May 7, 2015

BY HAND DELIVERY

Planning and Environment Commission
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712
Attn: Secretary

Re: May 7, 2015 Planning and Environment Commission Regular Meeting: Hearing
Item No. 2

Honorable Commissioners:

The law firm of Park & Velayos LLP has been retained to review the proposed carwash project located at 11747 Carson Street in Lakewood, California (the "Project") and the related actions including, without limitation, the zoning code amendment initiated on April 2, 2015 to permit the outdoor vacuum stations proposed by the Project (the "Code Amendment"). We hereby request that this Commission delay further consideration of this Code Amendment until City staff can correct the many errors and deficiencies that we have identified.

As we stated in our comment letter dated April 20, 2015, City staff chose to move forward with this Code Amendment on April 2, 2015 without providing the public with a copy of the actual Resolution of Intention as required by Lakewood Municipal Code Section 9411. After a number of requests, we were provided with a copy of Resolution No. 7-2015 on April 8, 2015, six days after the Commission's action approving the Resolution. To our knowledge, this Resolution was not only unavailable to the general public on the evening of April 2nd but most likely unavailable to the Commission as well, so we question how the Commission could have acted on the Resolution. Further, on April 28, 2015, Paul Kuykendall from the City sent via email a Notice of Proposed Amendment to the Lakewood Municipal Code that provided us with notice of a Commission hearing to be held on May 7, 2015, and for the first time we discovered the existence of an Initial Study and Negative Declaration for the Code Amendment that commenced circulation for public review and comment on March 30, 2015. Even though we had previously requested that we be provided notices of all upcoming hearings and actions related to the Project, we were disappointed to find out that the City staff chose to circulate a CEQA document in secret and without giving us the common courtesy of any notice or opportunity for review. The fact that we were provided notice on April 28th after the expiration of the 20-day circulation period is alarming, unprofessional and contrary to the principles of good government and transparency.

We were further disappointed by the fact that the 20-day circulation period for the Initial Study/Negative Declaration commenced on March 30, 2015, two days before this Commission

adopted the actual Resolution of Intention for this Code Amendment. Common sense would dictate that a CEQA document could only be completed and circulated after April 2nd, once this Commission had adopted the Resolution of Intention. We are troubled by the City's lack of transparency and question why City staff did not make this Initial Study/Negative Declaration available to the public on April 2, 2015 when this Commission adopted the Resolution of Intention if it was already complete and circulating in secret as of March 30, 2015.

We are also troubled by the project description for the Code Amendment in the Initial Study/Negative Declaration, which is inadequate for CEQA purposes. It states that the amendment does not affect any specific real property within the City. Clearly that is not the case here. The project description incorrectly and vaguely states as follows:

The purpose of the proposed ordinance is to clarify that portion of the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones. This amendment does not affect any specific real property within the City and applies to the City generally.

This Code Amendment was hastily created only weeks after we brought to the City's attention the zoning code violations presented in the proposed Project at 11747 Carson Street. The carwash Project is proposing 20 outdoor vacuum stations, which violate the City's Zoning Code Section 9431 requiring all uses to be "wholly within a building." This hastily-prepared Code Amendment is an admission on the part of the City that the carwash Project is not currently consistent with the City's Zoning Code, and the City's actions in total constitute impermissible pre-commitment to this carwash Project. These actions are contrary to good governance wherein the purpose of holding hearings and undergoing a transparent public review process is to allow the City and the public meaningful review, and instead the City is pre-committing to the proposed carwash Project at 11747 Carson Street and moving quickly to have it approved and compliant with an amended City Zoning Code.

Notwithstanding the procedural obfuscation and lack of transparency employed by City staff, we would like to also note that the Initial Study/Negative Declaration prepared by the City contains no actual analysis; the document merely checks the box for no impacts on every CEQA topic without explanation. The Initial Study/Negative Declaration must include specific detail on the changes in the proposed ordinance and must include specific analysis on the changes resulting in the physical environment with the specific properties that may be impacted, such as the current one being evaluated. The lack of any analysis and any specificity in the Initial Study/Negative Declaration that commenced circulation on March 30, 2015 may be due to the fact that City staff had not developed the actual changes to the Lakewood Municipal Code until April 30, 2015, which is the date on which we were provided with a copy of the draft ordinance for this Code Amendment. In their haste to assist the carwash Project applicant, City staff has prepared a legally deficient document and circulated the CEQA document (Initial Study/Negative Declaration) prior to all of the following required steps:

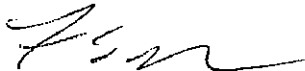
1. Preparation of the Resolution of Intention (first made available to the public on April 8, 2015);
2. Commission's adoption of the Resolution of Intention on April 2, 2015; and
3. Preparation of a draft Ordinance for the Code Amendment (first made available to the public on April 30, 2015).

Circulating a CEQA document (a) without notice to any interested party, (b) prior to any initiation action by this Commission, and (c) prior to the development of the actual text amendment language is highly unusual and inadequate for CEQA and good government purposes.

We would respectfully request that this Initial Study/Negative Declaration be revised to take into account the errors and deficiencies described above and recirculated for a new 20-day comment period to satisfy the City's requirements under CEQA. We would request that the City also formally recognize the current reality that the proposed carwash Project is inconsistent with the City's Zoning Code and that this Code Amendment is intended to rectify this Code inconsistency.

If you have any questions, please do not hesitate to contact me.

Sincerely,



Francis Y. Park
of PARK & VELAYOS

cc: Mr. Paul Kuykendall
Veronique S. Millon, Esq.

April 20, 2015

BY EMAIL

Honorable Chair and Commissioners
City of Lakewood Planning and Environment Commission
5050 Clark Avenue
Lakewood, CA 90712

Re: Conditional Use Permit CUP 919 and Appeal of DRB Action

Dear Chairman Samaniego and Honorable Commissioners:

The law firm of Park & Velayos LLP has been retained to review the matter related to the proposed Conditional Use Permit ("CUP") No. 919, located at 11747 Carson Street in Lakewood, California (the "Project") and the related actions including, without limitation, our appeal of the Development Review Board action on March 25, 2015 (the "DRB Action") and the zoning code amendment initiated on April 2, 2015 to permit the outdoor vacuum stations proposed by the Project (the "Code Amendment"). We have previously submitted a number of comment letters that detail a number of Zoning Code deficiencies in the proposed Project that have not been sufficiently addressed. Copies of our prior comment letters are attached hereto as Exhibit A. A copy of our appeal letter is attached hereto as Exhibit B.

This letter is intended to provide you with our preliminary comments on (1) the appeal of the DRB Action that was filed on March 30, 2015 ("Second Appeal"), (2) the Code Amendment that validates our comments in the Second Appeal that the proposed outdoor vacuum stations are not currently permitted in the City and that the DRB erred in finding that the Project was consistent with the City's Zoning Code, (3) the Initial Study/Mitigated Negative Declaration ("IS/MND") released on March 26, 2015, which is grossly inadequate and should be voided, and (4) the Project's inability to make the legally-required findings for a CUP.

As you may know, this is the second Initial Study/Mitigated Negative Declaration prepared for this Project because the first one was invalidated based on issues presented by our first appeal dated March 19, 2015 ("First Appeal"). We appreciate that the City has agreed with us that the DRB action on March 11th was invalid and took action on March 25th to void the prior March 11th approval. Unfortunately, the DRB acted to re-approve the Project without addressing any of the Zoning Code deficiencies we have identified. The DRB's failure on March 25th to consider the Zoning Code deficiencies we identified is even more appalling now that City staff has initiated an effort to amend the City's Zoning Code to specifically permit external vacuums for car washes like the one presented by this Project. This current effort by City staff is inexplicable and disappointing since City staff chose to completely ignore the Zoning Code deficiencies previously. However, City staff has now come to the conclusion that they agree with our assessment that the Project is currently inconsistent with the Zoning Code and is

seeking to move forward expeditiously with a Code Amendment to permit the external vacuum stations proposed by the Project. This Code Amendment effort is effectively an admission on the part of the City that (1) the City's Zoning Code does not currently permit external vacuums like the ones proposed by the Project as we have identified in our First Appeal and Second Appeal, and (2) the DRB erred in making the finding that the Project is consistent with the current Zoning Code and erred in approving the Project. The DRB action should, therefore, be vacated and the Project should not be considered by the City until such time as the Zoning Code is amended properly to permit external vacuum stations for car washes. This current IS/MND should also be voided until such time as the Project can comply with the City's Zoning Code.

Notwithstanding, we have reviewed the current Initial Study/Mitigated Negative Declaration and as discussed in further detail below, the Initial Study/Mitigated Negative Declaration fails to sufficiently describe the Project and fails to disclose the potential significant impacts of the proposed Project as required by the California Environmental Quality Act ("CEQA"). The Initial Study/Mitigated Negative Declaration was reviewed by an independent third-party technical CEQA expert and determined to be inadequate for purposes of CEQA. See Technical Expert Report attached hereto as Exhibit C (the "Meridian Technical Expert Report"). Curiously, the only substantive change in the current Initial Study/Mitigated Negative Declaration from the one released on March 12th appears to be a revision in the number of outdoor vacuum stations from 21 to 20. There is no attempt even to address the Zoning Code deficiencies that the City staff now agrees are present in the proposed Project. Nor is there any attempt to revise the technical studies that analyzed the Project with 21 outdoor vacuum stations. We hereby request that the City address each of the CEQA deficiencies that we have identified and that the City provide written responses to this letter and the attached technical report for inclusion in any staff report for consideration by the Commission and the public at large prior to any further action on this Project.

Finally, as described in more detail below, the Project cannot make the legal findings required for approval of a CUP. For the reasons set forth herein, we urge you to (1) grant the appeal overturning the DRB action taken on March 25, 2015; (2) void the Initial Study/Mitigated Negative Declaration; (3) void the Resolution of Intention for the Code Amendment adopted on April 2, 2015; (4) deny the CUP; (5) direct City staff to not process this Project further until the Code Amendment is adopted and effective; and (6) direct the applicant to submit complete applications for the DRB and CUP after the Code Amendment is effective.

I. The DRB Erred in Approving the Project and Finding the Project Consistent with the City's Zoning Code

A. The DRB Failed to Consider Zoning Code Compliance.

The DRB failed to consider enforcement of and compliance with the Zoning Code when approving the proposed Project. The Zoning Code makes it clear that the purpose of the DRB is to consider compliance with the City's Codes and General Plan. On March 11th at a now voided DRB meeting, Patrick McGuekian specifically stated that enforcing and considering compliance of the Zoning Code was not in the DRB's purview. Then again, on March 25th, Sonia Dias

Southwell, the Community Development Director on the DRB, stated that projects only come before the DRB once staff has interpreted projects to be in compliance with the Code. However, Zoning Code Part 18 that created the DRB specifically states:

[T]he Development Review Board shall review proposed development of the property within the City to assure compliance with the Zoning Code, the Building Code, the General Plan, any precise plan and other regulations of the city in order that the property when it is proposed for development, will be in accordance with the applicable regulations of the City and the provisions of the of this Part pertaining to location, height, bulk, number of stories, size and use of lots, yards, courts, open space, lot coverage, intensity of land use, building setback lines, signs, billboards and off-street parking, and regulation of the use of buildings and structures as between agricultural, industrial, business, residential, and other purposes.

Section 9480 (emphasis provided). Further, one of the findings required of a DRB approval as stated in Section 9484.1.F is that “[t]he building, structure, or development complies with the terms and provisions of the Municipal Code[.]” The DRB failed to evaluate the Project’s compliance with the City’s Zoning Code and specifically skirted its duties to the City in ignoring the Zoning Code. As we have mentioned multiple times to the City prior to and at the DRB meetings, the proposed outdoor vacuum stations must be enclosed in a building per Sections 9351 and 9341. The Code Amendment effort is effectively an admission and determination by the City that the Project is currently not consistent with the City’s Zoning Code.

Furthermore, the DRB failed to consider the adjacent residential uses in approving the Project at its meeting on March 25th. The DRB must consider the “nature, condition and development of adjacent uses, buildings and structures and no approval shall be granted where such will adversely affect or be materially detrimental to said adjacent uses, buildings or structures” (Section 9484.1.C). The multifamily residential units adjacent and to the north of the Project will be adversely impacted by this Project, containing 20 outdoor vacuum stations and two blowers in addition to twin tunnel car washes. Both the construction and operation of this Project will adversely impact the residential adjacent uses, and the DRB failed to consider these adverse impacts.

B. The Project Failed to Provide a Complete Project Description in the Conditional Use Permit Application and Failed to Submit a DRB Application.

Our understanding is that the proposed Project includes a twin-tunnel car wash with two blowers, 20 outdoor vacuum stations and a dog wash. The dog wash area and outdoor vacuum stations were only disclosed at the first DRB meeting and are not disclosed in the Conditional Use Permit application for the Project, even though the City’s CUP instructions are clear that the applicant must submit “a complete application to the Community Development Department.” The 20 outdoor vacuum stations and dog wash area are completely omitted in the Project description.

Furthermore, no application form for the DRB approval was submitted with the CUP application. The Zoning Code sets forth that “[a]n application for Development Review Board approval shall be filed with the Building Official” (Section 9483). The applicant should be required to set forth all of the Project details in new City applications for the DRB and CUP so that the public can provide meaningful comment.

C. The Proposed Uses Violate the Zoning Code.

As we have also previously stated to the DRB and the City, Section 9351 of the C-4 Zone provisions states that “[e]very use permitted in a C-4 zone shall be subject to the conditions and limitations set forth in Section 9341.” Section 9341.B states the following:

All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage where otherwise allowed or authorized by this Part.

The Zoning Code sets forth limited exceptions to this building enclosure requirement (i.e., plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage) and outdoor vacuum stations are not one of them. This is not a matter of interpretation. The City’s Zoning Code is clear on this building enclosure requirement. The City staff and DRB members have made statements in the past in an attempt to interpret the Zoning Code to mean that the building enclosure requirement only applies to a primary permitted use and any accessory use is permitted without a building enclosure. However, the City’s Zoning Code in this case does not make any such distinction between primary and accessory uses; rather, the Zoning Code explicitly states that it applies to all uses.

The DRB failed to consider this violation and explicitly ignored its duties in stating that the DRB’s purpose was not to enforce the Zoning Code. That is exactly what the DRB was created to do. In fact, Section 9484, which outlines specifically what the powers and duties of the DRB are, sets forth that the DRB “shall determine whether the proposed development is in compliance with this Chapter, [and] the provisions of this Code.”

Moreover, the DRB on March 25th chose to completely ignore the Zoning Code violation of the outdoor vacuum stations. While Mr. McGuckian mentioned on March 11th that the outdoor vacuum stations would have canopies above them in a tortured, “bending over backwards” attempt inexplicably to argue for the applicant’s benefit that the vacuum stations complied with the building enclosure requirement in the Zoning Code, the Zoning Code is clear: a building is defined as “[a] structure having a roof supported by columns or walls” (Section 9302.8) and the use must be “wholly within a building” (9341.B). The proposed outdoor vacuum stations with canopies do not satisfy the City’s definition of a building.

Furthermore, a dog wash is not a permitted use and is not an accessory use to a car wash. The DRB again ignored the Zoning Code and treated the dog wash use as if it were permitted

somehow and that car washes typically have dog wash areas. The Zoning Code defines accessory use as "[a] use customarily incidental and accessory to the principal use of a lot or building located upon the same lot or building site" (Section 9302.2). Dog washes are not customarily incidental to car washes, which is the principal proposed use of the Project.

In addition, on March 25th, Ms. Dias Southwell noted that the City did not know what accessory use the Project was proposing, and stated that the City had not yet been informed whether it would be retail use or a dog wash use. The applicant, Shahram Deghani, informed the DRB that it had been decided that there would be a dog wash as part of the Project. The Project description should be stable from when the application is submitted to permit both the City and the public meaningful opportunity to comment and consider the proposed project. Instead, the DRB approved plans for the Project after just confirming that the applicant is proposing a dog wash without at all considering whether a dog wash use complies with the Zoning Code, with which it does not.

The applicant should be required to address the non-compliance issues identified above prior to any further consideration of this Project.

II. The Current Code Amendment Proves that Project Is Not Consistent with City's Zoning Code and City's Actions Constitute Impermissible Pre-Commitment

As explained above, the Project's failure to comply with the City's Zoning Code has been brought to the City's attention a number of times. City staff and the DRB chose to ignore our comments each and every time and DRB made the incorrect finding on two separate occasions that the Project is consistent with the City's Zoning Code. In a complete turnaround, on April 2, 2015, City staff came to the conclusion that the Project is not consistent with the City's Zoning Code and asked this Commission to start the process to amend the City's Zoning Code to permit the external vacuum stations proposed by the Project that are not currently permitted. Notwithstanding, the Code Amendment being sought by City staff should be viewed as an admission that the Project is not consistent currently with the City's Zoning Code and that the DRB erred in making its determination that the Project is consistent with the City's Zoning Code. The DRB action should, therefore, be vacated and the Project should not be considered by the City until such time as the Zoning Code is amended properly to permit external vacuum stations for car washes.

We are also disappointed that City staff chose to move forward with this Code Amendment on April 2, 2015 without providing the public with a copy of the actual Resolution of Intention as required by Lakewood Municipal Code Section 9411. After a number of requests, we were provided with a copy of Resolution No. 7-2015 on April 8, 2015, six days after the Commission's action approving the Resolution. This is insufficient and a violation of the Ralph M. Brown Act (California Government Code § 54950 et seq., hereinafter "the Brown Act").

Further, the description in the Commission agenda for this Resolution was inadequate, stating the following:

Notice of Intention to hold a Public Hearing and to initiate an amendment to the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones

The Brown Act requires public agencies to give proper notice to the public of any actions they make take. As stated in the introduction to the Brown Act, “[t]he people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so they may retain control over the instruments they have created.” The notice requirements of the Brown Act include Section 54954.2.(a)(1), which provides, in part:

At least 72 hours before a regular meeting, the legislative body of the local agency, or its designee, shall post an agenda containing a brief general description of each item of business to be transacted or discussed at the meeting, including items to be discussed in closed session. A brief general description of an item generally need not exceed 20 words.

The purpose of providing a brief description is to provide the public sufficient information so they can determine whether to attend or participate in the hearing. *Carlson v. Paradise Unified School Dist.*, (1971) 18 Cal. App. 3d 196. The vague and general description provided for Item No. 3 that was buried in the Reports section of the agenda for the April 2, 2015 Commission meeting was inadequate and violated the requirements of the Brown Act. Given that this Code Amendment only applies to this Project, it was important to properly describe the amendment effort and to provide notice specifically to us. It was even more disappointing since I had previously informed the City staff that I would not be able to attend the Commission meeting on April 2, 2015 because I was outside of California on business travel that week. This stealth effort is certainly not an example of good government and not something that the City of Lakewood should endorse in any manner. I would request that the Commission void its action with respect to the April 2nd Resolution of Intention to correct the Brown Act violations described herein.

The City’s actions with respect to this Project are highly unusual and fail to engender confidence in the validity of the City’s process. See *Save Tara v. City of West Hollywood* (2008) 45 Cal. 4th 116. Rather than address the Zoning Code inconsistencies, the DRB and City staff ignored our comments and rubber-stamped the Project at the DRB meetings on March 11th and March 25th. Immediately thereafter, as discussed further below, the City chose to issue a new Initial Study and Mitigated Negative Declaration for the Project that was almost exactly the same as the first Initial Study and Mitigated Negative Declaration concluding incorrectly that the Project was consistent with the City’s Zoning Code. The CEQA document in this case is not “a ‘document of accountability’ (Laurel Heights I, at p. 392)” but rather “under these circumstances, a document of post hoc rationalization.” See *Id.*, p. 136. Even worse, after ignoring our comments regarding the blatant Zoning Code deficiencies, the City determined after

the two DRB meetings and the two CEQA documents decided otherwise, that the Zoning Code requires an amendment to permit the outdoor vacuums proposed by the Project; and then initiated that effort in a stealth manner. This Zoning Code inconsistency alone is significant and violates "the general principle that before conducting CEQA review, agencies must not 'take any action' that significantly furthers a project 'in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review[.]'" *Id.*, p. 138. By choosing to ignore the Zoning Code deficiencies at the DRB meetings and in the CEQA document, the City has impermissibly "foreclosed any meaningful options to going forward with the project[.]" *Id.*, p. 139. In this case, City staff and the applicant are treating the Code Amendment as a *fait accompli*, rather than a discretionary approval requiring public review, hearings and approvals. As in the *Save Tara* case, the City has "committed itself to a definite course of action regarding the project before fully evaluating its environmental effects. That is what [California Public Resources Code] sections 21100 and 21151 prohibit." *Id.*, p. 142. When combined with the procedural and substantive deficiencies described herein, the City's efforts to inexplicably assist the applicant and this Project constitute an unlawful pre-commitment to the Project in violation of the California Environmental Quality Act.

Further, we would appreciate this Commission asking City staff if there is some great need in the City of Lakewood for a new car wash with outdoor vacuum stations and have City staff justify why they are "bending over backwards" for this applicant and violating a number of City procedures and requirements to drag this Project across the proverbial "finish line." It is our understanding that there are more than a dozen car washes in the vicinity of this Project site and no demonstrated need for this Project. The Project should be judged alone on its merits, which should include as a basic matter of fairness, honest responses to all of the deficiencies we have identified herein.

III. The Initial Study/Mitigated Negative Declaration Prepared for the Project Is Inadequate and Fails to Comply with the California Environmental Quality Act

A. The Project Description Is Inconsistent and Inadequate.

A complete and accurate description of the project under review is essential to allow the public an opportunity to effectively participate in the environmental process (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d, 185; *Sacramento Old City Assn. v. City Council* (1991) 229 Cal.App.3d 1011). In this case, the description of the Project in the application is so vague, inconsistent and incomplete that a meaningful analysis of the Project's impacts is not possible. In fact, there are multiple inconsistent references to the Project throughout the City documents. For example, the Project description in the application states simply "New twin tunnel/exterior express carwash" with days and hours of operation as "7 days 7 am to 7 pm", but the Project description in the Initial Study/Mitigated Negative Declaration states that there will be a "twin-tunnel self-serve carwash" with "20 vacuum stations on either side of the exit driveway," "a 287 square-foot space that may be used as a dog wash or a retail space" and the proposed hours of operation are "7 am to 8 pm, daily." IS/MND, p. 2. On page 13 of the Initial Study/Mitigated Negative Declaration, the Project is referenced as a self-service carwash and space that may be used for a dog wash, office, or retail space (all of which are permitted in the C-

4 zone by right).” Page 32 of the Initial Study/Mitigated Negative Declaration references the hours of operation as “7:00 am to 7:00 pm, daily.” Page 39 of the Initial Study/Mitigated Negative Declaration refers to the Project site as a “full-service carwash” on 0.72 acres. On page 40 of the Initial Study/Mitigated Negative Declaration, the 287 square-foot space is to be used for “a dog wash, retail, office or personal services space, which requires one parking space.” On page 1 of Appendix A to the Greenhouse Gas Impact Study, the Project is referred to as an “Automobile Care Center” and a “Parking Lot” on 0.79 acres. Finally, the Notice of Intent to Adopt a Mitigated Negative Declaration dated March 26, 2015 states that the “287 square-foot space . . . may be used as a dog wash, office, or retail space. There will also be a 70 square-foot ATM/vending machine area.”

The varying inconsistent descriptions of the Project and site throughout the City documents and application are troubling and make it virtually impossible to know for sure that the City analyzed the correct Project proposed. These are significant errors since a complete description of the Project is essential to allowing the public an opportunity to effectively participate in the environmental review process. The applicant should be required to set forth all of the Project details in a new City application so that the public can provide meaningful comment and the City’s CEQA document should be updated to be consistent with the Project.

Furthermore, the Initial Study/Mitigated Negative Declaration fails to provide adequate detail with respect to the proposed demolition and construction activities to allow for sufficient analysis of construction impacts. See Meridian Technical Expert Report, Exhibit C, p. 2. The type and number of pieces of construction equipment, the construction timeframe, the location of staging areas, and haul routes for the export of debris need to be identified in the Project description. Without this information, adequate analysis of the impacts from construction of the Project cannot be provided. Specifically, because the Project site is located in close proximity to several multiple family residential buildings to the north, construction activities will impact these sensitive uses, and adequate analysis of these potentially significant impacts is required.

B. The Analysis in the Proposed Initial Study/Mitigated Negative Declaration Is Inadequate and Must be Revised and Recirculated.

As described further below, the Initial Study/Mitigated Negative Declaration is deficient in a number of areas and must be revised and recirculated for public comments. If the potential significant impacts identified below cannot be mitigated to a level below significance, the City must prepare an Environmental Impact Report.

a. Transportation and Traffic

The Initial Study/Mitigated Negative Declaration fails to analyze and address potentially significant impacts on traffic and transportation. This Section includes incorrect assumptions and conclusory statements that the Project will have no impact or less than significant impacts on traffic or transportation.

1. The Traffic Analysis Understates Project Trips.

The trip generation rate used for the Project in the Initial Study/Mitigated Negative Declaration is identified as 300 trips per acre sourced from the 2003 San Diego Association of Government's (SANDAG) Brief Guide of Vehicular Traffic Generation Rates ("SANDAG Guide"). If you review the SANDAG Guide, which we have attached hereto as Exhibit D, it states that the trip generation of an Automatic Car Wash is 900 trips daily per site or 600 trips daily per acre with 4% of that daily total in the morning (AM) peak hour and 9% in the afternoon (PM) peak hour. See SANDAG Guide attached hereto as Exhibit D. If you apply the correct SANDAG Guide rate, the Project would generate 900 daily trips, 36 AM peak hour trips and 81 PM peak hour trips (using 900 trips per site). Based on the SANDAG Guide, which the City was attempting to use, the City's Initial Study/Mitigated Negative Declaration has severely underestimated the number of Project trips in this case. This is significant since the trips analyzed for traffic are also used as the underlying data for the air quality and noise technical analyses in the Initial Study/Mitigated Negative Declaration.

However, if you review the SANDAG Guide further regarding the trip generation rate for automatic car washes, it is evident that the rate is based on very limited data, including data from the Institute of Transportation Engineers ("ITE"), 6th Edition. If you review the ITE trip generation rate for Land Use: 948 Automated Car Wash, it recommends a trip generation rate of 14.12 PM peak hour trips per 1,000 square feet. Applied to the Project, the ITE guidance would result in approximately 82 PM peak hour trips, almost exactly what is predicted by the SANDAG Guide. Notwithstanding, it appears the ITE data is from one study in the "2000s" on the East Coast. The ITE guidance in fact recommends that with this rate "[u]sers are cautioned to use data with care because of the small sample size." See ITE, Land Use: 948 Automated Car Wash attached hereto as Exhibit E.

In cases where there is limited data and given the new types of automatic car washes such as this Project being considered, it would be appropriate to analyze the potential trips based on the maximum capacity of the proposed car wash. The design capacity of the proposed car wash is set forth on page 41 of the Initial Study/Mitigated Negative Declaration as 60 cars an hour, which translates to 120 peak hour trips. Applied to the hours of operation assuming that the applicant was correct in its application that the hours of operation are for 13 hours daily from 7 am to 8 pm (or 7 pm; the Project Description conflicts with the application on this point), the Project would result in the following: 1,560 daily trips, 120 AM peak hour trips and 120 PM peak hour trips. If the City were truly analyzing this Project on a "worst-case scenario" basis as alleged on page 39 of the IS/MND, the design capacity trips should be utilized for the CEQA analysis.

In addition, the other Projects elements such as the 287 square-foot space identified to be used as office, retail, dog wash, or personal services and the 70 square-foot space for an ATM/vending machine should also be quantified in terms of daily, AM and PM peak hour trips to appropriately analyze the traffic impacts of this Project. In terms of trip generation rates, the peak usage of that space should be utilized consistent with the City's stated desire to prepare a worst-case analysis.

Furthermore, the Initial Study/Mitigated Negative Declaration calculates trips based on the Project site being 0.72 acres, but the Greenhouse Gas Impact Study uses 0.79 acres for the Project site area as the basis for its calculations. This inconsistency must be resolved for the City and the public to have a correct and informed analysis.

2. The Traffic Analysis Overstates Existing Trips.

In addition, the traffic analysis in the Initial Study/Mitigated Negative Declaration attempts to use a baseline of existing trips from the existing car repair business at the site to offset the new Project trips. However, upon visiting the site, it did not appear that the car repair business was in full operation and certainly did not appear sufficient to be generating 95.4 vehicle daily trips, 7.63 AM peak hour trips and 10.49 PM peak hour trips. In order to provide the “worst-case scenario” as planned by the City staff, the revised traffic analysis should not provide any credit for existing uses unless there is actual empirical data to support the existing trip credit.

3. The Traffic Analysis Incorrectly Uses a Traffic Report Prepared by the City of Hawaiian Gardens for a Casino Project to Analyze Traffic in the Year 2018.

Inexplicably, the Initial Study/Mitigated Negative Declaration attempts to use a traffic analysis in an EIR prepared in 2013 by the City of Hawaiian Gardens for a casino expansion project (“Casino Study”). The Initial Study/Mitigated Negative Declaration pulls out from that Casino Study, projected future conditions in 2013 and 2018. We have transferred the information cited in the Initial Study/Mitigated Negative Declaration for one intersection (Pioneer Boulevard and Carson Street) with respect to the Casino Study data in the table below:

Year	AM Peak Hour Level of Service	AM Peak Hour Volume	PM Peak Hour Level of Service	PM Peak Hour Volume
2013	LOS C	1,872 vehicles	LOS D	1,596 vehicles
2016	No data	No data	No data	No data
2018 Without Project	LOS D	2,184 vehicles	LOS C	1,453 vehicles
2018 With Project	LOS D	2,185 vehicles	LOS C	1,462 vehicles

As noted in the Initial Study/Mitigated Negative Declaration, the Project opening date is in 2016, so there is no data to analyze the traffic implications of the Project at the intersection of Pioneer Boulevard and Carson Street on the actual Project opening date. The Year 2018 is inadequate to analyze the Project’s impact in the Year 2016. Also, the Casino Study should be

regarded with some skepticism as the traffic volumes and level of service actually decrease from the Year 2013 to the Year 2018. A hypothetical future condition with unexplained improved conditions in an unrelated report from another jurisdiction is not sufficient to analyze the traffic impacts of this Project.

4. Utilizing the Correct Trips for This Project Results in a Potential Significant Impact.

Even assuming that we use the flawed methodology in the City's Initial Study/Mitigated Negative Declaration, if we take the 120 potential PM peak hours and divide it by the 2018 traffic volume of 1,462 vehicles, the Project would have an increase of 8.2 percent, which would exceed the significance criteria utilized in the Initial Study/Mitigated Negative Declaration. Based on this one location, the City should conduct a proper traffic study report that analyzes all potential intersections with empirical data and cumulative growth and related projects to prepare a true "worst-case scenario" analysis. The current traffic analysis in the Initial Study/Mitigated Negative Declaration is flawed and inadequate under CEQA.

5. Any Study Utilizing the Incorrect Traffic Data Must Be Revised.

Furthermore, after a new traffic study is finalized, the trip generation numbers in the Air Quality and Noise Analyses will need to be updated. For example, Appendix A, Air Quality Study will need to be updated as it currently states that the Project would generate approximately 155 daily trips (versus 900-1,560 daily trips as noted above). As such, the findings with respect to air quality, noise and transportation and traffic are all inaccurate, understated and inadequate under CEQA.

6. Failure to Analyze 605 Ramps.

The Initial Study/Mitigated Negative Declaration fails to analyze trip generation and traffic impacts on the on- and off-ramps of the 605 Freeway adjacent to the Project. Because the Project site is located directly east of the 605 Freeway, analysis of the potential traffic impacts of the Project on the freeway and its on- and off-ramps is required in accordance with Caltrans Traffic Impact Analysis guidelines. See Meridian Technical Expert Report, Exhibit C, p. 8. Furthermore, the Initial Study/Mitigated Negative Declaration also fails to address the potential removal and replacement of a California Department of Transportation directional sign for the 605 Freeway that is located in the proposed driveway of the Project. IS/MND, p. 40. As such, the determination of less than significant impacts is not supported by adequate information and analysis.

7. Failure to Analyze Queues.

The Initial Study/Mitigated Negative Declaration fails to analyze the potentially significant impact of cars queuing onto Carson Boulevard. There is no queue analysis provided to confirm that vehicles waiting for car washes will not back up into westbound traffic on Carson

Boulevard. As mentioned above, in cases where there is limited data and given the new types of automatic car washes such as this Project being considered, it would be appropriate to analyze the potential trips based on the maximum capacity of the proposed car wash. The design capacity of the proposed car wash is set forth on page 41 of the Initial Study/Mitigated Negative Declaration as 60 cars an hour, which translates to 120 peak hour trips. Applied to the hours of operation assuming that the applicant was correct in its application that the hours of operation are for 13 hours daily from 7 am to 8 pm, the Project would result in the following: 1,560 daily trips, 120 AM peak hour trips and 120 PM peak hour trips. If the City were truly analyzing this Project on a "worst-case scenario" basis as stated on page 39 of the Initial Study/Mitigated Negative Declaration, the analysis of potential queuing impacts would be included in the CEQA analysis and be based on appropriate trip counts using the maximum design capacity of the Project.

8. Conclusion.

The technical deficiencies and flaws described above must be addressed and the City must prepare a new traffic study that analyzes the Project impacts pursuant to CEQA. As discussed below, any other analyses relying upon the incorrect, understated and inadequate traffic data in the Initial Study/Mitigated Negative Declaration must also be revised.

b. Air Quality and Greenhouse Gas Emissions

As noted above, the Initial Study/Mitigated Negative Declaration failed to utilize the correct number of vehicle trips in traffic analyses and this error was carried through to the Air Quality, Greenhouse Gas and Noise analyses for this Project. Accordingly, each of these analyses understate to a significant extent the impacts associated with the Project in the areas of the Air Quality, Greenhouse Gas and Noise and now must be corrected and recirculated. In addition, the Initial Study/Mitigated Negative Declaration fails to include analysis of the potentially significant impacts to air quality during construction and operation of the Project. As noted by our technical expert, Meridian, the construction characteristics, schedule and equipment assumed to be used for the Project analyses appear to be system defaults, which may produce inaccurate modelling results for the Project. Construction equipment generates emissions and other construction activities, including the use of paints and solvents also generates emissions, all of which must be fully disclosed and analyzed. See Meridian Technical Expert Report, Exhibit C, p. 3.

As in other sections of the Initial Study/Mitigated Negative Declaration, it is unclear how the City can conclude summarily without substantial evidence that the Project will have less than significant air quality impacts. For example, the Initial Study/Mitigated Negative Declaration states that "the project will not result in a substantial level of pollutants than the existing use which would otherwise impact sensitive receptors [sic]" (IS/MND, p. 13), but provides no analysis or basis for this conclusory opinion. The Initial Study/Mitigated Negative Declaration provides an inaccurate description of a "sensitive receptor." The Initial Study/Mitigated Negative Declaration is correct in stating that sensitive receptors include schools, adult care facilities and hospital facilities when listing the Aloha Elementary School, Tri-City Regional

Medical Center, Fedde Middle School and Furgeson Elementary as sensitive receptors. However, nearby residences that are most immediately impacted by this Project are somehow not mentioned even though they clearly fit the definition of a "sensitive receptor." The Initial Study/Mitigated Negative Declaration completely ignores the fact that there are several multi-family residences directly north of the Project site area and provides an unwarranted less than significant conclusion for impacts to sensitive receptors. Not only is this statement inaccurate, additional analysis such as a "Localized Significance Threshold (LST)" analysis is required for projects which are in close proximity to a residential area. See Meridian Technical Expert Report, Exhibit C, p. 3.

In addition, Appendix A to the Greenhouse Gas Impact Study refers to the Project incorrectly as an "Automobile Care Center" and a "Parking Lot." Greenhouse Gas Impact Study Appendix A, p. 1. This calls into question the validity of a number of sections of the Initial Study/Mitigated Negative Declaration.

Lastly, our CEQA technical expert, Meridian Consultants, also identified that the Air Quality analysis conducted for the Initial Study/Mitigated Negative Declaration failed to recognize or evaluate the potential for Toxic Air Contaminants ("TACs"). See Meridian Technical Expert Report, Exhibit C, p. 3. Significant exposure to TACs could result in respiratory failure and the potential for lung cancer. The data presented in Appendix A to the Greenhouse Gas Assessment provided annual emissions rates for construction exhaust vehicles; however, the daily emission rate data was omitted from the document. Had the document included daily emission rates for vehicle exhausts, the average daily emissions of exhausts would be approximately 0.90 lbs/day during construction (annually). Typically, SCAQMD requires a Health Risk Assessment ("HRA") to be prepared for projects that emit close to 1 lb/day on an annual basis. However, because the Project may be constructed within a 6 month time frame or less, it is possible that exceedances of 1 lb/day may occur. Further, if the correct traffic data were utilized, it is likely that the threshold would be exceeded. As such, it would be prudent to conduct an HRA to determine if impacts with respect to TACs would occur.

c. Cultural Resources

The analysis provided for historical and cultural resources in the Initial Study/Mitigated Negative Declaration is inadequate as it does not provide any information or evidence that the existing buildings or surrounding buildings are of historical or cultural significance. See Meridian Technical Expert Report, Exhibit C, pp. 3-4. The buildings on the Project site were built from 1948 to 1970. Buildings over 50 years old need to be evaluated for historical significance with a study conducted by a qualified historian. However, page 8 of the Initial Study/Mitigated Negative Declaration states that an "internet search" for H.D. Fricker (architect) was the primary source to determine historical significance. The source of this information is suspect as historical significance should be determined through reputable sources (i.e., University of California, Los Angeles, Cal State Fullerton, Cultural Information Center) and under the guidance of an architectural historian.

Furthermore, the Initial Study/Mitigated Negative Declaration also does not clearly identify the possibility of potential significant impacts to archaeological resources, paleontological resources and human remains. IS/MND, pp. 17-18. The Initial Study/Mitigated Negative Declaration does not include any mitigation measures for impacts to other cultural resources. Although it states that there would be "No Impact" for these resources, it fails to address that potential impacts could occur during demolition and construction and fails to identify mitigation measures to be employed during construction activities. Further, the Initial Study/Mitigated Negative Declaration fails to address what should be done to contact proper authorities and provides no actions to mitigate or reduce impacts should any cultural resource be found. The Initial Study/Mitigated Negative Declaration should provide steps as part of mitigation to be taken, including removal and avoidance, depending on the significance of any find. As mitigation is identified, the determination of No Impact by the Initial Study/Mitigated Negative Declaration should be changed to Potentially Significant Unless Mitigation Incorporated.

d. Geology and Soils

The Initial Study/Mitigated Negative Declaration fails to address and analyze potentially significant impacts of the Project on geology and soils. The Initial Study/Mitigated Negative Declaration is not based on a technical geology report and provides unsupported conclusions. The Initial Study/Mitigated Negative Declaration states that "the project may be located in an area recognized as having expansive soil." IS/MND, 20. There is no analysis of the impact of the Project being located on expansive soil or whether it is even located on expansive soil. Further, the General Plan Technical Background Report ("TBR") Figure 5.4-6 identifies the location of the Project in "Potentially Liquefiable Areas." The Initial Study/Mitigated Negative Declaration fails to analyze or even address this potentially significant impact. The Initial Study/Mitigated Negative Declaration should require the completion of a geologic report and then disclose and analyze the soil located at the Project site for appropriate review and consideration of the Project's potentially significant impacts.

e. Hazards and Hazardous Materials

The Initial Study/Mitigated Negative Declaration (Item VIII. Hazards and Hazardous Materials, b.) does not identify the potential for accidental release of hazardous materials, such as asbestos, during the demolition of structures on site. It provides no evidence that the existing buildings do not contain lead-based paints (LBP), asbestos or other hazardous materials. Asbestos has been used as insulation and in building materials (such as roofing materials). Asbestos was used extensively prior to 1980 in a variety of building materials. There is no analysis of when the current structure on the site was built and what impacts its demolition may have. The Los Angeles County Assessor states that the building on site was constructed in 1956. A survey for Asbestos and Lead Based Paint or a Phase I Environmental Site Assessment (ESA) is required, which this document fails to provide. Should demolition activities result in the release of hazardous materials, impacts would be potentially significant.

Because the Initial Study/Mitigated Negative Declaration does not provide an adequate description of the construction characteristics of the Project, it is unclear if the construction equipment would be staged on or off-site. Should the Project require off-site staging areas, surrounding streets would have to be closed during demolition or construction activities. Off-site construction staging areas without proper coordination will conflict with emergency response plans, as it may result in decreased access and movement for emergency vehicles. Such plans are provided by the City or local law enforcement and fire departments, and approval from the respective departments are required. The Initial Study/Mitigated Negative Declaration provides no analysis of this potentially significant impact.

The Initial Study/Mitigated Negative Declaration states that “[c]hemicals associated with this operation consist of automobile soaps and waxes, which will be stored within the building in 15 gallon containers.” IS/MND, p. 23. There is no analysis of the impacts the use of these chemicals will have when in use, which will be daily from 7 am to 8 pm (or 7 pm; the Project Description in the Initial Study/Mitigated Negative Declaration conflicts with the CUP application on this point). ~~The Initial Study/Mitigated Negative Declaration should disclose what impacts these chemicals may have when the Project is in operation.~~

f. Hydrology and Water Quality

The Initial Study/Mitigated Negative Declaration does not address or analyze the potentially significant impacts related to water quality or waste discharge. It only states “[t]he carwash tunnels will be equipped with clarifiers that will recycle wastewater from the project” with no analysis of water volume, water quality treatment or recycling process. IS/MND, p. 25. Further, there is no analysis of the potential impacts of the dog wash or impacts on the catch basin located in the driveway of the proposed Project site. The Initial Study/Mitigated Negative Declaration does not quantify or state the projected amount of water required to operate the Project. Water demand for the Project needs to be defined and compared against existing supplies to determine if there is an adequate supply for project operation. This is even more critical now that the State is in severe drought conditions.

Moreover, the Initial Study/Mitigated Negative Declaration does not address the potential for increased surface water runoff that may occur once the entire site is impervious; as opposed to its current partially impervious state. While the Initial Study/Mitigated Negative Declaration does note that the Project would be required to adhere to Regional Water Quality Control Board standards, including SUSMP, it does not address drainage patterns. The Initial Study/Mitigated Negative Declaration simply has a conclusory statement that “[t]he project is located on a partially impervious site and will not substantially alter any drainage patterns.” IS/MND, p. 18. There is no analysis of the potential impacts on drainage from the proposed Project. The Initial Study/Mitigated Negative Declaration should address the potential increase in stormwater runoff and drainage patterns.

The Initial Study/Mitigated Negative Declaration states that the “applicant is working to obtain a ‘will serve’ letter from the Golden State Water Company” because “without approval, the carwash cannot function.” IS/MND, p. 26. The applicant should obtain this permission from

the Golden State Water Company before submitting the Project to the City; if it does not obtain this letter, the Project cannot move forward, or if the letter requires modification of the Project, the City must recirculate the Initial Study/Mitigated Negative Declaration to review and consider the Project. Appendix C of the IS/MND contains a letter from Golden State Water Company, but it does not address approving the location for use of a carwash; it simply addresses that water service is available at the Project's address.

In addition, the Initial Study/Mitigated Negative Declaration concludes without any evidence that the "project will not have a substantial impact on any riparian habitat or other sensitive natural community, because the project is subject to the City's LID ordinance." IS/MND, p. 25. However, the City's LID ordinance requires a LID Plan that may impact the design of the facilities on this site. Without a LID Plan, it is unclear how the City can conclude that stormwater runoff issues would be less than significant and that the Project design can move forward without this critical element. In this case, the City has impermissibly delayed the analyses necessary for full disclosure of Project impacts related to stormwater runoff.

Further, the Initial Study/Mitigated Negative Declaration states that "the project may be subject to all relevant regulations related to water quality" and that "[w]ater quality will not be substantially degraded by the proposed project." IS/MND, p. 26. However, the Initial Study/Mitigated Negative Declaration fails to identify any relevant water quality regulations and certainly provides no explanation or analysis of how the water quality impact conclusion is supported. Unfortunately, the Initial Study/Mitigated Negative Declaration does not have any analysis in this regard.

g. Land Use

The Initial Study/Mitigated Negative Declaration fails to make a thorough analysis of potentially significant land use impacts. The proposed Project substantially conflicts with the General Plan's elements, goals and policies as detailed further below.

The Land Use section in the Initial Study/Mitigated Negative Declaration discusses the "mechanical carwash" use as a conditionally permitted use in the C-4 zone; however it completely fails to address and analyze the Project's proposed outdoor vacuum stations and dog wash uses. IS/MND, p. 27. Both of these uses violate the City's Zoning Code, as we have already mentioned and specifically state in our appeals of the Development Review Board action taken on March 11, 2015 and March 25, 2015. The Land Use section ignores both of these clear violations and the Code Amendment effort that has been recently initiated.

Section 9351 of the C-4 Zone provisions states that "[e]very use permitted in a C-4 zone shall be subject to the conditions and limitations set forth in Section 9341." Section 9341.B states the following:

All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots,

vehicular parking and loading spaces, and outdoor displays and storage where otherwise allowed or authorized by this Part.

The Zoning Code sets forth limited exceptions to this enclosure requirement and outdoor vacuum stations are not one of them. Furthermore, a dog wash is not a permitted use and is not an accessory use to a car wash. The Zoning Code defines accessory use as “[a] use customarily incidental and accessory to the principal use of a lot or building located upon the same lot or building site.” Section 9302.2. Dog washes are not customarily incidental to car washes, which is the principal proposed use of the Project. The Land Use section provides unsupported conclusions that there are no Zoning Code deficiencies with this Project.

In addition, the IS/MND states that 26 parking spaces are provided, but 20 of those are proposed outdoor vacuum stations. IS/MND, p. 8. They cannot both be counted as parking spaces and outdoor vacuum stations. The Initial Study/Mitigated Negative Declaration states that “[t]here will be 20 vacuum stations on either side of the exit driveway and there will be 26 parking spaces.” IS/MND, p. 8. In fact, there will be 20 outdoor vacuum stations and 6 parking spaces.

The Project application fails to address any elements, goals, or policies of the General Plan, and the proposed Project conflicts with many. The application states that “the proposed condition use will not conflict the general plan or any elements as we develop the proposed carwash with more flexibility circulation inside parking [sic].” As demonstrated below, the Project does indeed conflict with the General Plan.

For example, the General Plan TBR states that uses in the C-4 zone require 20-foot rear and front yard setbacks when abutting R-zoned property. TBR, Table 5.3-II. The Project location abuts residentially zoned property in the rear, and plans do not demonstrate compliance with this requirement. The Project is in direct conflict with the General Plan, and this must be reconciled before the Project can move forward.

The Project conflicts with the following General Plan Goals:

- “To improve the environmental quality of Lakewood through the encouragement of beautification, creative design, and increased attention to aesthetic values in both the public and private sectors.” 1-4.
- “To develop a circulation and transportation system which will provide for the safe and convenient movement of people and goods within the City, and between the City and other parts of the region.” 1-4.

The Project conflicts with the following General Plan Land Use Element Goals and Policies:

- “[T]he predominant ‘need’ expressed at general plan study sessions was: ‘keep Lakewood a desirable residential community.’” 2-1.

- Land Use Goal 1: "Preserve and enhance Lakewood's desirable residential character." 2-11.
- Land Use Goal 2: "Ensure existing and proposed commercial uses are compatible with adjacent residential uses." 2-11.
- Land Use Policy 2.1: "Continue identifying and mitigating noise, traffic, and visual impacts of existing and proposed commercial sites using the Development Review Board." 2-11.
- Land Use Policy 2.2 "In accordance with City's zoning ordinance, ensure compatible commercial uses are situated adjacent to existing residential uses." 2-11.

The Project conflicts with the following General Plan Circulation Element Goals and Policies:

- Policy 1.1: "For improved safety, driveway aprons should be located as far as possible from all intersections, or whenever conditions allow, a minimum of 100 feet from all intersections." 3-5.
- Goal 6: "Reduce the number of daily traffic trips generated in the City." 3-7.

The Project conflicts with the following General Plan Noise Element Goals and Policies:

- "Noise sensitive land uses in Lakewood generally include residential [uses]." 6-2.
- Goal 1: "Maintain or reduce noise levels throughout the city." 6-5.
- Policy 1.1: "Ensure that new and expanded commercial projects do not generate adverse noise impacts on adjacent residential uses." 6-4.

The Project conflicts with the following General Plan Safety Element Goals:

- Goal 1: "To protect the health, welfare and safety of the City's residents." 7-7.
- Goal 6: "To protect the City's significant environmental resources, particularly water and air quality." 7-7.

The Project conflicts with the following General Plan Air Quality Element Goal:

- Goal 4: "Minimize particulate emissions from the construction and operation of roads and buildings." 9-8.

As listed above, there are many General Plan elements, goals and policies with which the Project, as it is currently proposed, conflicts, in addition to the many Zoning Code inconsistencies. The Initial Study/Mitigated Negative Declaration fails to address the Project's conflicts with the General Plan and Zoning Code and concludes inexplicably and without support that the "project will not have a significant adverse impacts relating to Land Use and Planning."

Further, as discussed in our appeal letters, the DRB stated that it has no purview to review a Project's compliance with the Zoning Code. Ironically, the IS/MND states that the "Development Review Board considers factors such as compliance with the General Plan, zoning regulations, building codes, and other requirements, as applicable. . . . The project was reviewed and approved by the Development Review Board on March 11, 2015 (DRB Case No. 8267)." IS/MND, p. 7. As mentioned above, the March 11th DRB action was voided. Regardless, the DRB failed to consider the Project's compliance in this case both on March 11th and March 25th.

h. Noise

As noted above, the Initial Study/Mitigated Negative Declaration failed to utilize the correct number of vehicle trips in traffic analyses and this error was carried through to the Air Quality, Greenhouse Gas and Noise analyses for this Project. Accordingly, each of these analyses understate to a significant extent the impacts associated with the Project in the areas of the Air Quality, Greenhouse Gas and Noise and now must be corrected and recirculated. In addition, the Initial Study/Mitigated Negative Declaration fails to address noise impacts that will occur during construction, including demolition of the existing building, and it does not adequately address noise during operation of the proposed twin-tunnel carwash, two blowers, and 20 outdoor vacuum stations. There is no analysis of potential noise impacts that would occur from construction equipment on site. Noise resulting from demolition and construction equipment will result in noise impacts to the residential homes located north of the Project site.

Moreover, the Initial Study/Mitigated Negative Declaration analysis provided is inadequate, as it does not provide any vibration data with respect to the Project. Residential units are located directly 15 feet to the north of the Project site and will experience vibration impacts during Project construction. At 25 feet, construction equipment such as excavators or small bulldozers will emit vibration levels between 74 to 80 Vibration Velocities (VdB). The average vibration level for human annoyance is considered 75 VdB and above. Because the Project site is 15 feet from residential homes, residents to the north will likely feel vibration levels above 75 VdB. Mitigation measures for potentially significant vibration impacts during construction and from operation of the proposed car wash are not addressed, and a determination of less than significant impacts with Project mitigation is not warranted.

Construction equipment can generate intense and loud noise and vibration for short durations that may exceed the City's standards in Los Angeles County Code Sections 12.08.390, 12.08.440, 12.08.450. There is no analysis of whether the proposed mitigation measures will appropriately attenuate the noise impacts of the Project to less than significant. Moreover, there is no analysis of potential impacts of noise on the sensitive receptors identified in the Initial

Study/Mitigated Negative Declaration, Aloha Elementary School, Tri-City Regional Medical Center, Fedde Middle School and Furgeson Elementary.

The Initial Study/Mitigated Negative Declaration fails to analyze potentially significant noise impacts per applicable regulations in Los Angeles County Code Sections 12.08.390, 12.08.440 and 12.08.450. IS/MND, pp. 30-31. The Noise Study only partially addresses potential noise impacts by applying Section 12.08.450 to all exterior noises instead of only to the potential impacts of the blowers. County Code Section 12.08.390 regulates exterior noise levels and provides standards with a limit of 50 dBA in the day time on residential properties. The Initial Study/Mitigated Negative Declaration fails to include analyses of the applicable provisions of the noise regulations, and this Section fails to address potentially significant noise impacts on abutting residential properties per applicable noise regulations.

Section 9376 of the Lakewood Municipal Code limits noise increases to 5 dBA above 60 dBA to residential properties. In addition, the City has adopted Los Angeles County regulations. ~~There are several noise provisions in the Los Angeles County Code. The Noise Impact Study~~ applies both Section 9376 and Los Angeles County Code Section 12.08.450, which applies to forced-air blowers in tunnel car washes, and it states a 60 dBA limit of noise impact on residential properties. However, the Noise Impact Study ignores and omits Los Angeles County Code Section 12.08.390 that regulates exterior noise standards with a limit of 50 dBA in the day time on residential properties and 55 dBA in the day time on commercial properties. The noise impact of the proposed outdoor vacuum stations have not been analyzed under the applicable noise restrictions in Section 12.08.390, and as such the Noise Impact Study is inadequate and must be revised to analyze noise levels and analyze impacts under the applicable provisions.

Furthermore, the Initial Study/Mitigated Negative Declaration address the impacts on the residential property to the north of the mechanical carwash, stating that the "exit tunnel is 35 feet away from the northern property line," but it completely fails to address the potentially significant impacts of the outdoor vacuum stations that abut the property line. IS/MND, p. 32. The attempted mitigation of requiring a 12-foot wall near the carwash exit tunnels does nothing to mitigate the potentially significant noise of the outdoor vacuum stations that abut the residential property to the north. IS/MND, p. 33. This is particularly significant for the northwest portion of the Project site, which appears to have a significant noise impact based on the predicted noise level of 68.0 dBA shown on Exhibit D of the Noise Impact Study, which exceeds the 65 dBA limit. See Project Noise Levels exhibit attached hereto as Exhibit F.

The proposed mitigation measures in the Initial Study/Mitigated Negative Declaration on page 33 attempting to reduce the Project's potentially significant noise impacts only address the car wash tunnel, car wash blowers, and vacuum turbines. The proposed mitigation measures do nothing to address the potentially significant impacts of the noise from the outdoor vacuums, which are not currently permitted under the City's Zoning Code.

Further, the Noise Impact Study appears to conclude that the noise level will decrease by 1.6 dBA near the northeast portion of the site after the Project is built. This predicted reduction of noise makes the study suspect and the analyses and conclusion should be corrected. It seems

highly unlikely that the Project would actually decrease the existing noise and there is no explanation provided.

i. Public Services

The Initial Study/Mitigated Negative Declaration fails to analyze temporary impacts to public services during the construction period. Response times for police or fire departments servicing the Project area may be impacted by construction activities require temporary road closures. See Meridian Technical Expert Report, Exhibit C, p. 5.

The Initial Study/Mitigated Negative Declaration states that Los Angeles County Fire Station No. 34 and Sherriff's department both maintain a 4-5 minute response time to the Project site. However, there is no analysis of whether the response time is considered sufficient for the City or local departments, nor is there any evidence presented that the increased traffic from the Project would not generate an additional demand to fire and police departments or resulting in decreased response time.

j. Utilities and Service Systems

The Initial Study/Mitigated Negative Declaration fails to analyze and address the potentially significant impacts of the proposed Project's need for water. Given the severe drought restrictions adopted for California and Lakewood, the applicant should be required to provide a water supply analysis taking into account the new drought restrictions that can be evaluated in a revised Initial Study/Mitigated Negative Declaration. The Initial Study/Mitigated Negative Declaration currently makes unfounded conclusory statements that "the project will not individually or cumulatively exceed the environmental thresholds established by the MEIR or the MEA" dated 1996 and 2001 respectively. IS/MND, p. 43. Further, the Initial Study/Mitigated Negative Declaration fails to include any analysis of the potential impacts on landfills the Project will have and simply again makes conclusory statements and unfounded assumptions "the project is not expected to generate a significant level of trash above current levels" (IS/MND, p. 43) without addressing the potentially significant impacts of the outdoor vacuum stations and dog wash/office/retail/personal services area. The Initial Study/Mitigated Negative Declaration fails to present any evidence of what the current capacity is at existing landfills, what the capacity is at existing landfills and what amount of solid waste and debris will be generated during construction of the Project. Finally, the document does not identify if nearby landfills can handle solid waste or debris generated by the Project. As such, the determination of those impacts would be less than significant impacts are not supported by adequate information or analysis.

k. Aesthetics

The Initial Study/Mitigated Negative Declaration states incorrectly on page 7 that the DRB acted on March 11, 2015 and incorrectly states that the DRB considered compliance with the City's codes. In fact, the DRB acted to approve the Project on March 25, 2015, and completely ignored and avoided discussing the Project's non-compliance with the City's codes

as further discussed above in Section II.g. The DRB's failure on March 25th to consider the Zoning Code deficiencies we identified is even more appalling now that City staff has initiated an effort to amend the City's Zoning Code to specifically permit external vacuums for car washes like the one presented by this Project.

1. Mandatory Findings of Significance

The Initial Study/Mitigated Negative Declaration does not identify any past, current, or probable future projects in the vicinity of the proposed Project area. IS/MND, pp. 44-45. The Initial Study/Mitigated Negative Declaration fails to address whether the Project has "impacts that are individually limited, but cumulatively considerable" as required by the CEQA Initial Study checklist.

The Initial Study/Mitigated Negative Declaration's failure to identify whether there are any past, current, or probable future projects in the vicinity of the Project site in order to fully analyze whether cumulative impacts of this project may be "cumulatively considerable" violates CEQA. The burden of fully investigating potentially significant environmental impacts falls on the decision-maker charged with adopting the Mitigated Negative Declaration, not on the public. *See Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296, 311 (1988) ("The agency should not be allowed to hide behind its own failure to gather relevant data").

IV. The Application Is Inadequate, and the Findings Required for CUP Approval Cannot Be Made

The findings required for CUP approval cannot be made. A CUP may only be granted if the four findings in Section 9401.A are met, and as explained further below, the findings cannot be made for this Project.

A. The Proposed Conditional Use is in Substantial Conflict with the General Plan.

The proposed conditional use is in substantial conflict with the General Plan. The CUP application failed to address any elements, goals, or policies of the General Plan, and the proposed Project conflicts with many. The CUP application states that "the proposed condition use will not conflict the general plan or any elements as we develop the proposed carwash with more flexibility circulation inside parking [sic]." As demonstrated below, the Project does indeed conflict with the General Plan a number of ways.

Furthermore, the General Plan TBR states that uses in the C-4 zone require 20-foot rear and front yard setbacks when abutting R-zoned property. TBR, Table 5.3-II. The Project location abuts residentially zoned property in the rear, and plans do not demonstrate compliance with this requirement. The Project is in direct conflict with the General Plan, and this must be reconciled before the Project can move forward.

The Project conflicts with the following General Plan Goals and Policies:

General Plan Goals

- “To improve the environmental quality of Lakewood through the encouragement of beautification, creative design, and increased attention to aesthetic values in both the public and private sectors.” 1-4.
- “To develop a circulation and transportation system which will provide for the safe and convenient movement of people and goods within the City, and between the City and other parts of the region.” 1-4.

Land Use Element

- “[T]he predominant ‘need’ expressed at general plan study sessions was: ‘keep Lakewood a desirable residential community.’” 2-1.
-
- Land Use Goal 1: “Preserve and enhance Lakewood’s desirable residential character.” 2-11.
 - Land Use Goal 2: “Ensure existing and proposed commercial uses are compatible with adjacent residential uses.” 2-11.
 - Land Use Policy 2.1: “Continue identifying and mitigating noise, traffic, and visual impacts of existing and proposed commercial sites using the Development Review Board.” 2-11.
 - Land Use Policy 2.2 “In accordance with City’s zoning ordinance, ensure compatible commercial uses are situated adjacent to existing residential uses.” 2-11.

Circulation Element

- Policy 1.1: “For improved safety, driveway aprons should be located as far as possible from all intersections, or whenever conditions allow, a minimum of 100 feet from all intersections.” 3-5.
- Goal 6: “Reduce the number of daily traffic trips generated in the City.” 3-7.

Noise Element

- “Noise sensitive land uses in Lakewood generally include residential [uses].” 6-2.
- Goal 1: “Maintain or reduce noise levels throughout the city.” 6-5.

- Policy 1.1: "Ensure that new and expanded commercial projects do not generate adverse noise impacts on adjacent residential uses." 6-4.

Safety Element

- Goal 1: "To protect the health, welfare and safety of the City's residents." 7-7.
- Goal 6: "To protect the City's significant environmental resources, particularly water and air quality." 7-7.

Air Quality Element

- Goal 4: "Minimize particulate emissions from the construction and operation of roads and buildings." 9-8.

As listed above, there are many General Plan elements, goals and policies with which the Project, as it is currently proposed, conflicts. The finding that the Project is in substantial compliance with the General Plan cannot be made.

B. The Nature, Condition and Development of Adjacent Uses, Buildings and Structures, Have Not Been Considered and the Conditional Use Permit will Adversely Affect or be Materially Detrimental to Said Adjacent Uses, Buildings and Structures.

The Project will adversely affect adjacent uses, buildings and structures. The CUP application omits and ignores that the Project is located adjacent to residential and hotel uses, which are sensitive to the noise, air quality and traffic impacts that will occur with a twin-tunnel carwash, blowers, 20 outdoor vacuum stations and dog wash.

The CUP application only states that its proposed Project is better than an auto repair body shop without any basis for this opinion. The finding that the proposed Project will not adversely affect or be detrimental to adjacent uses, buildings, or structures cannot be made.

C. The Site for this Conditional Use is Not Adequate in Size and Shape to Accommodate the Yards, Walls, Fences, Parking and Loading Facilities, Landscaping and Other Development Features Required by the Zoning Code.

The proposed Project is not adequate in size or shape. The CUP application does not adequately explain how the proposed Project complies with the requirement that it be adequate in size and shape. The CUP application only states that it is in compliance because the existing use on the site is an automotive use with oil lube, auto body repair, but it fails to address how a twin tunnel carwash, blowers, 20 outdoor vacuum stations and dog wash will be adequate on the site.

For example, the proposed access to the Project is a driveway located directly in conflict with a catch basin and a light pole with a California Transportation Department sign for the 605 Freeway on ramps. The CUP application has not addressed how the Project will be modified to address its access and circulation on the site. In addition, the Zoning Code deficiencies and the Code Amendment effort are conclusive proof that the site is not adequate for this use. The finding that the proposed Project will be adequate in size and shape cannot be made.

D. The Site Does Not Have Sufficient Access to Streets and Highways and is Not Adequate in Width and Improved as Necessary to Carry the Kind and Quantity of Traffic Such Use Would Generate.

The site does not have adequate and sufficient access to the streets. The CUP application states that "the site has adequate and sufficient access to street and highways since the change of uses is the same category [*sic*]." However, the Project's proposed driveway conflicts with a catch basin and light pole with a California Transportation Department sign for the 605 Freeway on-ramps. The CUP application has not addressed how the Project will be modified to address its access and circulation on the site. Furthermore, there is no analysis presented with respect to the Project's impact and access to the 605 Freeway and its on- and off-ramps, and the little traffic analysis provided in the IS/MND shows conflicting information on traffic trip generation. Also, there is no queue analysis provided to confirm that vehicles waiting for car washes will not back up into westbound traffic on Carson Boulevard. Finally, the traffic analysis in the Initial Study/Mitigated Negative Declaration is grossly inadequate and understates to a significant degree the traffic implications of this Project. If a true "worst-case" analysis were conducted, it appears likely that the Project would have a significant traffic impact. Therefore, the finding that the proposed Project will be adequate for access to streets and highways cannot be made.

V. Conclusion

As this letter demonstrates, this Project suffers from a myriad procedural and substantive failures. The CUP application submitted by the applicant is incomplete, inconsistent and inadequate and the findings for a CUP cannot be made. Even worse, the applicant failed to submit a DRB application. The DRB on May 25th acted in error with respect to this Project a second time and its second incorrect action should be overturned as was the first action taken on March 11th. The City prepared a wholly inadequate Initial Study/Mitigated Negative Declaration in violation of the California Environmental Quality Act. The Initial Study/Mitigated Negative Declaration fails to comply with CEQA and we have presented the City with substantial evidence supporting a fair argument that the Project will have significant environmental impacts; this is justification enough for preparation of an Environmental Impact Report. The City failed in its stealth attempt to launch a Code Amendment effort in violation of the Brown Act.

The City's Code Amendment, if the City so chooses to move forward, should be considered independently of this Project and not in an "eleventh hour" "back door" effort to assist this applicant alone. The Project applicant and/or the City staff should acknowledge all of the deficiencies we have identified herein and provide detailed responses as to how the Project

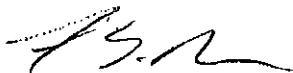
has been modified to address the deficiencies or how the Project, as currently contemplated, is moving forward with certain significant impacts as a result of the deficiencies.

The applicant should submit new and complete applications for whatever Project he chooses to move forward with and the Initial Study should be revised to evaluate the impacts, at a minimum addressing the comments set forth herein, and recirculated for public comment and review. If it is the case that a significant impact is identified with no mitigation as in the failure of the Project to comply with the City's Code requirements or other impact categories such as traffic, air quality, noise and water to name just a few, then the City must prepare an Environmental Impact Report to consider this Project.

For the reasons set forth herein, we urge you to (1) grant the appeal overturning the DRB action taken on March 25, 2015; (2) void the Initial Study/Mitigated Negative Declaration; (3) void the Resolution of Intention for the Code Amendment adopted on April 2, 2015; (4) deny the CUP; (5) direct City staff to not process this Project further until the Code Amendment is adopted and effective; and (6) direct the applicant to submit complete applications for the DRB and CUP after the Code Amendment is effective.

We are also requesting that Park & Velayos be provided with copies of all public notices of meetings and hearings relating to this Project and the Code Amendment, including any Notice of Determination upon approval of the Initial Study/Mitigated Negative Declaration. We appreciate your consideration of the foregoing.

Sincerely,



Francis Y. Park
of PARK & VELAYOS

Park&Velayos^{LLP}

Exhibit A

Park & Velayos LLP

801 South Figueroa Street, Suite 450
Los Angeles, California 90017
213.570.8000 telephone
213.570.8010 facsimile
www.parkvelayos.com

March 4, 2015

BY EMAIL AND FEDERAL EXPRESS

Development Review Board
5050 Clark Avenue
Lakewood, CA 90712
Attn: Mr. Paul Kuykendall

Re: March 11, 2015 Development Review Board Meeting
DRB Case 8267 for Project at 11747 Carson Street

Honorable Board Members:

The law firm of Park & Velayos LLP has been retained to review the proposed project at 11747 Carson Street in Lakewood, California. Our understanding is that the proposed project includes, among other things, a twin-tunnel carwash with 21 outdoor vacuum stations and a dog wash (the "Project").

We were informed yesterday that the applicant has failed to submit to the City the requested Project plans for consideration by the Development Review Board ("DRB"). We also have not received any set of revised plans as promised at the DRB meeting on February 25, 2015. Per the City's Development Review Board Commercial Handbook, the DRB cannot proceed to consider this Project on March 11, 2015 given the failure to comply with the requirement to submit plans at least seven days before the scheduled DRB hearing (DRB Commercial Handbook, 1). We would appreciate your confirmation that the DRB will not consider this Project on March 11, 2015. Assuming the applicant submits the required plans by Tuesday, March 17, 2015, our understanding is that the DRB could consider this Project at its meeting on March 25, 2015.

Regarding the Project description, we understand that there are 21 outdoor vacuum stations proposed by the applicant. These outdoor vacuum stations appear to be in violation of City Municipal Code Section 9341.B, which requires that "[a]ll uses shall be conducted wholly within a building." We respectfully request that the applicant revise the Project to fully enclose the proposed vacuum stations in a building to comply with this City requirement.

Further, we understand that the City's intention is to prepare and release for public comment the Initial Study/Mitigated Negative Declaration ("IS/MND") for this Project after (1) the applicant has submitted to the City the final plans and the Project description and plans stop changing and have become static; and (2) the DRB has approved the final plans. Pursuant to the California Environmental Quality Act ("CEQA"), we would then expect that the City would update the IS/MND to reflect the final Project plans/details and then circulate the IS/MND for the required minimum 20-day public comment period sometime after March 25, 2015 at the earliest. The City is also required under CEQA after the Project has been finalized and approved

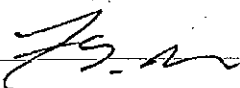
Park & Velayos LLP

March 4, 2015
Page 2

by DRB to analyze all of the potential Project impacts, including, among others, the traffic, noise, air quality, aesthetics, water quality/demand and utility impacts associated with the car and dog wash operations. Regarding the Planning and Environment Commission ("PEC"), we are in receipt of your PEC Agenda memorandum stating that the proposed Conditional Use Permit ("CUP") matter scheduled for March 5, 2015 will be continued until April 2, 2015. However, given the applicant's failure to submit the final plans, the mandatory CEQA circulation period, and the need for Project revision to fully enclose the vacuum stations, the PEC cannot legally consider the CUP on April 2, 2015.

Please let us know if you have any questions. We appreciate your consideration of the foregoing.

Sincerely,



Francis Y. Park
of PARK & VELAYOS

cc: Sonia Dias Southwell, AICP
Veronique S. Millon, Esq.

Park & Velayos LLP

801 South Figueroa Street, Suite 450
Los Angeles, California 90017
213.570.8000 telephone
213.570.8010 facsimile
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March 9, 2015

BY EMAIL AND FEDERAL EXPRESS

Development Review Board
5050 Clark Avenue
Lakewood, CA 90712
Attn: Mr. Paul Kuykendall

Re: March 11, 2015 Development Review Board Meeting
DRB Case 8267 for Project at 11747 Carson Street

Honorable Board Members:

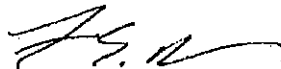
We are writing this letter to formally object to any consideration of the proposed project at 11747 Carson Street in Lakewood, California (the "Project") by the Development Review Board ("DRB") on March 11, 2015. We have been informed by Mr. Kuykendall that the DRB will consider the Project on March 11, 2015 even though the applicant failed to provide the required DRB materials by March 4, 2015. This requirement was also discussed and agreed to at the last DRB meeting without any reservations on February 25th. As of today, we still have not received the promised materials. This procedural and substantive failure deprives the public of the necessary time to review and comment on the proposed plans, and needs to be rectified prior to any further consideration of the Project.

Regarding the Project, as previously mentioned in our letter dated March 4, 2015, the proposed outdoor vacuum stations are in violation of City Municipal Code Section 9341.B, which requires that "[a]ll uses shall be conducted wholly within a building." The Municipal Code sets forth certain exceptions from this requirement, but the vacuum stations are not one of them. We respectfully request that the applicant revise the Project to fully enclose the proposed vacuum stations in a building to comply with this City requirement and that those revised plans be submitted to the DRB at least seven days prior to consideration, as required by the City.

Please note that we will be in attendance at the DRB meeting on March 11th to voice our objections, if the City decides to move forward on that date. Moreover, we will consider appealing this matter if the DRB considers the Project on March 11th, and we therefore request an appeal form from the City.

Please let us know if you have any questions. We appreciate your consideration of the foregoing.

Sincerely,



Francis Y. Park
of PARK & VELAYOS

cc: Sonia Dias Southwell, AICP
Veronique S. Millon, Esq.

March 10, 2015

BY EMAIL AND FEDERAL EXPRESS

Ms. Sonia Dias Southwell
5050 Clark Avenue
Lakewood, CA 90712

Re: March 11, 2015 Development Review Board Meeting
DRB Case 8267 for Project at 11747 Carson Street

Dear Ms. Dias Southwell:

We are writing this letter in response to your letter dated March 10, 2015 regarding the proposed project at 11747 Carson Street in Lakewood, California (the "Project"). This letter is intended to solely address the fourth point in your letter regarding the requirement to enclose the outdoor vacuum stations proposed as a part of the Project. As explained below, the City's zoning code is clear that the enclosure requirement applies to projects in the C-4 zone.

As you know, the location of the proposed Project is in the C-4 Zone. Section 9350.A of the C-4 Zone provisions states that uses permitted include "[a]ny use permitted as a matter of course in the C-3 zone under the same specified conditions." Section 9347.D.1 of the C-3 Zone provisions permits "[a]utomobile wash racks, mechanical" that are within 200 feet of land zoned for residential use if a conditional use permit is obtained. This Project is located within 200 feet from the boundaries of land zoned for residential use and therefore requires a conditional use permit for mechanical automobile wash racks.

Section 9351 of the C-4 Zone provisions states that "[e]very use permitted in a C-4 zone shall be subject to the conditions and limitations set forth in Section 9341". Section 9341.B states the following:

All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage where otherwise allowed or authorized by this Part.

Section 9341.B (emphasis provided). Your letter attempts to argue that the last clause in Section 9341.B that is bolded above permits the City to allow the outdoor vacuum stations without enclosure since the car wash use will be subject to a CUP proceeding. However, based on established rules of statutory interpretation, the bolded clause is only intended to modify the list of exceptions (i.e., "a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor

March 10, 2015
Page 2


displays and storage”), and does not give the City *carte blanche* to create new exceptions not listed in Section 9341. If the City were to adopt the tortured interpretation suggested in your letter, the enclosure requirement in the Zoning Code would not apply to any permitted use if there is another City approval; such an interpretation would set a dangerous precedent and render meaningless the protections afforded in the City’s Zoning Code. The City’s Zoning Code is clear that there are only limited exceptions to this enclosure requirement and outdoor vacuum stations are not one of them.

The letter also attempts to argue that the City has previously approved other car washes with external vacuum stations and so this project should also be similarly treated. However, the fact that other properties may have been developed out of compliance with the Zoning Code, does not provide a legal justification for refusing to comply with the City’s Zoning Code in this case.

Accordingly, we respectfully request that the applicant revise the Project to fully enclose the proposed vacuum stations in a building to comply with this City requirement and that those revised plans be submitted to the DRB at least seven days prior to consideration, as required by the City.

Please let us know if you have any questions. We appreciate your consideration of the foregoing.

Sincerely,



Francis Y. Park
of PARK & VELAYOS

cc: Development Review Board Members
Mr. Paul Kuykendall
Veronique S. Millon, Esq.

March 19, 2015

RECEIVED

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BY HAND DELIVERY

Planning and Environment Commission
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712
Attn: Secretary

CITY OF LAKEWOOD
CITY CLERK

Re: March 11, 2015 Development Review Board Meeting
Appeal of DRB Case 8267, 11747 Carson Street

Honorable Commissioners:

As directed by the City, this letter and the enclosed check for \$300.00 are intended to serve as an appeal of the entire decision of the City of Lakewood Development Review Board ("DRB") on March 11, 2015 regarding the proposed project located at 11747 Carson Street in Lakewood, California (the "Project"). As discussed further below, the DRB lacked authority to take action and erred in approving the proposed Project for the following reasons, each of which is an independent basis sufficient to grant this appeal:

- I. **Failure to Meet Mandatory Quorum Requirement - DRB Had No Authority to Take Action.** Per the City Municipal Code ("Zoning Code") Section 9482.A, a quorum of three appointed members of the DRB is required to conduct a DRB meeting. Only one appointed member was present on March 11, 2015. Therefore, the DRB was not authorized to take action on March 11th. Accordingly, the DRB action on March 11th related to the Project must be voided, and the Project must be reconsidered by the DRB prior to any further consideration of the Project by the Planning and Environment Commission ("Commission").
- II. **Failure to Review and Enforce Compliance with the City's Zoning Code.** The Zoning Code is clear that the DRB's duties include determining compliance of proposed projects with the Zoning Code. Mr. McGuckian incorrectly stated on March 11th that zoning code compliance was not within the DRB's purview. The DRB failed in its duties in this regard and wholly disregarded the non-compliant elements of the proposed Project. On appeal, the DRB should be required to address all of the violations of the Zoning Code presented by the proposed Project. In addition, the CEQA compliance document must also be revised, once the Project has been revised to ensure compliance with the City's Zoning Code, and recirculated for public review and comment after DRB approval.

III. Failure to Provide Public with Project Plans and Opportunity for Comment.

On February 25, 2015, the DRB stated that the Project plans would be provided a minimum of seven days prior to the March 11, 2015 DRB meeting pursuant to the DRB Handbook. The revised Project plans were first made available to us on March 11, 2015 at 3:50 pm well after the conclusion of the DRB meeting. The City has deprived the public access to plans, contrary to its obligation and prevented the public from giving meaningful comment on the revised plans in time for the DRB meeting on said revised plans.

I. FAILURE TO MEET MANDATORY QUORUM REQUIREMENT - DRB HAD NO AUTHORITY TO TAKE ACTION.

The DRB failed to meet its quorum requirement on March 11, 2015. Pursuant to Zoning Code Section 9482.A, three appointed members are required to attend a DRB meeting to consider any applications presented before it. John Patrick McGuckian, Assistant Director of Community Development, and Randy Meyer, an architect, were present and conducted the March 11, 2015 DRB meeting. Two appointed members, Ted Spaseff and the Community Development Director, Sonia Dias Southwell, were absent. Given the lack of three appointed members on March 11, 2015, the DRB meeting should not have been conducted.

The City's Zoning Code is clear in its quorum requirement. It states specifically as follows:

There is hereby created a Development Review Board which shall consist of the **Director of Community Development, a registered A.I.A. architect or equivalent, and a qualified landscape architect or equivalent.** Said board members shall serve at the will of the City Council. Said board shall have the power to adopt its own rules and procedure, with the following limitations: (A) **A quorum shall consist of three members** and a majority vote of any quorum shall govern.

Section 9482 (emphasis provided). At the March 11th DRB meeting, a quorum was clearly not present. Two of the three appointed members of the DRB, the Director of Community Development and Ted Spaseff were absent. It is our understanding that Randy Meyer was appointed by City Council to the DRB on October 9, 2012, Ted Spaseff was appointed by City Council to the DRB on February 22, 2011, and Ms. Dias Southwell serves on the DRB as the Director of Community Development. However, we have found no evidence that Mr. McGuckian has been appointed to the DRB. Notwithstanding, Messrs. McGuckian and Meyer did not satisfy the mandatory quorum requirement and were not in a position at any time to commence or conduct the DRB meeting on March 11, 2015.

The DRB meeting and approval of the proposed Project on March 11th violated the Zoning Code. Accordingly, the March 11th action must be voided and the proposed Project must be reconsidered by the DRB prior to any action by this Commission on Conditional Use Permit No. 919.

II. FAILURE TO REVIEW AND ENFORCE COMPLIANCE WITH THE CITY'S ZONING CODE.

A. The DRB Failed to Consider Zoning Code Compliance.

The DRB failed to consider enforcement of and compliance with the Zoning Code when approving the proposed Project. The Zoning Code makes it clear that the purpose of the DRB is to consider compliance with the City's Codes and General Plan. On March 11th, Mr. McGuckian specifically stated that enforcing and considering compliance of the Zoning Code was not in the DRB's purview. However, Zoning Code Part 18 that created the DRB specifically states:

[T]he Development Review Board shall review proposed development of property within the City to assure compliance with the Zoning Code, the Building Code, the General Plan, any precise plan and other regulations of the City in order that property, when it is proposed for development, will be in accordance with the applicable regulations of the City and the provisions of this Part pertaining to location, height, bulk, number of stories, size and use of lots, yards, courts, open space, lot coverage, intensity of land use, building setback lines, signs, billboards and off-street parking, and regulation of the use of buildings and structures as between agricultural, industrial, business, residential, and other purposes.

Section 9480 (emphasis provided). Further, one of the findings required of a DRB approval as stated in Section 9484.1.F is that "[t]he building, structure, or development complies with the terms and provisions of the Municipal Code[.]" The DRB failed to evaluate the Project's compliance with the City's Zoning Code and specifically skirted its duties to the City in ignoring the Zoning Code. As we have mentioned multiple times to the City prior to and at the DRB meeting, the proposed outdoor vacuum stations must be enclosed in a building per Sections 9351 and 9341.

B. The Project Failed to Provide a Complete Project Description in the Conditional Use Permit Application and Failed to Submit a DRB Application.

Our understanding is that the proposed Project includes a twin-tunnel carwash with two blowers, 21 outdoor vacuum stations and a dog wash. The dog wash area and outdoor vacuum stations were only disclosed at the DRB meeting and are not disclosed in the Conditional Use Permit ("CUP") application for the Project even though the City's CUP instructions are clear that the applicant must submit "a complete application to the Community Development Department." The 21 outdoor vacuum stations and dog wash area are completely omitted in the Project description.

Furthermore, no application form for the DRB approval was submitted with the CUP application. The Zoning Code sets forth that “[a]n application for Development Review Board approval shall be filed with the Building Official” (Section 9483). The applicant should be required to set forth all of the Project details in new City applications for the DRB and CUP so that the public can provide meaningful comment.

C. The Proposed Uses Violate the Zoning Code.

As we have also previously stated to the DRB and the City, Section 9351 of the C-4 Zone provisions states that “[e]very use permitted in a C-4 zone shall be subject to the conditions and limitations set forth in Section 9341.” Section 9341.B states the following:

All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage where otherwise allowed or authorized by this Part.

The Zoning Code sets forth limited exceptions to this building enclosure requirement and outdoor vacuum stations are not one of them. The DRB failed to consider this violation and explicitly ignored its duties in stating that the DRB’s purpose was not to enforce the Zoning Code. That is exactly what the DRB was created to do. In fact, Section 9484, which outlines specifically what the powers and duties of the DRB are, sets forth that the DRB “shall determine whether the proposed development is in compliance with this Chapter, [and] the provisions of this Code.”

Moreover, Mr. McGuckian mentioned on March 11th that the outdoor vacuum stations would have canopies above them in a feeble attempt to argue that the vacuum stations complied with the building enclosure requirement in the Zoning Code; however, the Zoning Code is clear: a building is defined as “[a] structure having a roof supported by columns or walls” (Section 9302.8) and the use must be “wholly within a building” (Section 9341.B). The proposed outdoor vacuum stations with canopies do not satisfy the City’s definition of a building.

Furthermore, a dog wash is not a permitted use and is not an accessory use to a car wash. The DRB again ignores the Zoning Code and treats the dog wash use as if it were permitted somehow and that car washes typically have dog wash areas. The Zoning Code defines accessory use as “[a] use customarily incidental and accessory to the principal use of a lot or building located upon the same lot or building site” (Section 9302.2). Dog washes are not customarily incidental to car washes, which is the principal proposed use of the Project.

The applicant should be required to address the non-compliance issues identified above and the CEQA compliance document must be revised and recirculated for public review and comment.

III. FAILURE TO PROVIDE PUBLIC WITH PROJECT PLANS AND OPPORTUNITY FOR COMMENT AS REQUIRED BY THE MUNICIPAL CODE.

The DRB failed to provide the public with the Project's revised plans, as promised, seven days prior to its meeting on March 11, 2015. On February 25, 2015, the DRB stated that the Project plans would be provided a minimum of seven days prior to the March 11, 2015 DRB meeting, both to us and to the DRB pursuant to its rules of procedure. The revised Project plans were first made available to us on March 11, 2015 at 3:50 pm well after the conclusion of the DRB meeting. The City has deprived the public access to plans, contrary to its obligation and prevented the public from giving meaningful comment on the revised plans in time for the DRB meeting on said revised plans.

Pursuant to the Zoning Code Section 9482, the DRB "shall have the power to adopt its own rules of procedure" subject to limitations subsequently listed. The City and DRB have provided the public with the Development Review Board Commercial Handbook containing its rules of procedure on commercial and industrial development, within which it sets forth that the DRB cannot consider projects when the Applicant fails to comply with the requirement to submit plans at least seven days before the scheduled DRB hearing (DRB Commercial Handbook, 1). In fact, this rule explicitly states "PLANS MUST BE SUBMITTED SEVEN DAYS BEFORE THE NEXT SCHEDULED DRB MEETING" (*Id.*, emphasis in original). If the City did receive the revised Project plans, as claimed, seven days prior to the DRB meeting, it should not have withheld the plans from public review, and further, the City was obligated to provide them to allow for meaningful public participation and comment as promised.

This failure prevents the public from providing meaningful comment to the DRB for its consideration and prevents the City from conducting a transparent review process that involves desired public participation.

IV. CONCLUSION

The DRB failed to follow the legally required procedures to consider the proposed Project. Therefore, the approval of the proposed Project is void and should not be considered by the Commission. In addition, the DRB failed to meet its substantive obligation to consider and enforce the City's Zoning Code. The violations are numerous. For example, the DRB failed to meet its quorum requirement, violated the Zoning Code in failing to consider the Project's non-compliance with the Zoning Code and failed to provide the public with a meaningful opportunity to review the Project plans. We respectfully request that this Commission void the DRB action on March 11th related to this Project and request that the applicant address the Zoning Code issues identified above. We would also request that the applicant be required to submit new DRB and CUP applications that disclose the full extent of the proposed Project and that match at the very least the latest iteration of plans submitted to the City. In addition, due to changes in the Project, the CEQA compliance document must be revised and recirculated for public review and comment. Please let us know when the appeal has been scheduled for consideration by the Commission.

If you have any questions, please do not hesitate to contact me at any time.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Y. Park', written in a cursive style.

Francis Y. Park
of PARK & VELAYOS

Encl.

cc: Mr. Paul Kuykendall
Veronique S. Millon, Esq.

Exhibit B

RECEIVED

March 30, 2015

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A8:27

CITY OF LAKEWOOD
CITY CLERK

BY HAND DELIVERY

Planning and Environment Commission
City of Lakewood
5050 Clark Avenue
Lakewood, CA 90712
Attn: Secretary

Re: March 25, 2015 Development Review Board Meeting
Appeal of DRB Case 8267, 11747 Carson Street

Honorable Commissioners:

This letter and the enclosed check for \$300.00 are intended to serve as an appeal of the entire decision of the City of Lakewood Development Review Board ("DRB") on March 25, 2015 regarding the proposed project located at 11747 Carson Street in Lakewood, California (the "Project"). As you may know, we previously appealed the DRB action taken on March 11, 2015. After reviewing our appeal, City staff agreed with us and acknowledged the lack of quorum on March 11th and acted on March 25, 2015 to vacate the March 11th DRB action. We understand that the related CEQA document issued on March 12, 2015 will be similarly vacated and that a revised CEQA document will be issued in the near future for a new minimum 20-day comment period.

We are disappointed, however, that the DRB failed to address the other deficiencies we identified in our first appeal on March 25, 2015 and are now forced to submit this second appeal. As discussed further below, the DRB erred in approving the proposed Project and the DRB action should be reversed in its entirety. Specifically, the DRB failed to review and enforce compliance with the City's Zoning Code. The Zoning Code is clear that the DRB's duties include determining compliance of proposed projects with the Zoning Code. Ms. Southwell incorrectly stated on March 25th and Mr. Patrick McGuckian incorrectly stated on March 11th that zoning code compliance was not within the DRB's review and lies instead with the Planning and Environment Commission (the "Commission"). The DRB failed in its duties in this regard and wholly disregarded the non-compliant elements of the proposed Project. On appeal, the DRB should be required to address all of the violations of the Zoning Code presented by the proposed Project. In addition, the CEQA compliance document must also be revised, once the Project has been revised to ensure compliance with the City's Zoning Code, and recirculated for public review and comment after DRB approval.

I. FAILURE TO REVIEW AND ENFORCE COMPLIANCE WITH THE CITY'S ZONING CODE.

A. The DRB Failed to Consider Zoning Code Compliance.

The DRB failed to consider enforcement of and compliance with the Zoning Code when approving the proposed Project. The Zoning Code makes it clear that the purpose of the DRB is to consider compliance with the City's Codes and General Plan. On March 11th at a now voided DRB meeting, Patrick McGuckian specifically stated that enforcing and considering compliance of the Zoning Code was not in the DRB's purview. Then again, on March 25th, Sonia Dias Southwell, the Community Development Director on the DRB, stated that projects only come before the DRB once staff has interpreted projects to be in compliance with the Code. However, Zoning Code Part 18 that created the DRB specifically states:

[T]he Development Review Board shall review proposed development of the property within the City to assure compliance with the Zoning Code, the Building Code, the General Plan, any precise plan and other regulations of the city in order that the property when it is proposed for development, will be in accordance with the applicable regulations of the City and the provisions of the of this Part pertaining to location, height, bulk, number of stories, size and use of lots, yards, courts, open space, lot coverage, intensity of land use, building setback lines, signs, billboards and off-street parking, and regulation of the use of buildings and structures as between agricultural, industrial, business, residential, and other purposes.

Section 9480 (emphasis provided). Further, one of the findings required of a DRB approval as stated in Section 9484.1.F is that "[t]he building, structure, or development complies with the terms and provisions of the Municipal Code[.]" The DRB failed to evaluate the Project's compliance with the City's Zoning Code and specifically skirted its duties to the City in ignoring the Zoning Code. As we have mentioned multiple times to the City prior to and at the DRB meetings, the proposed outdoor vacuum stations must be enclosed in a building per Sections 9351 and 9341.

Furthermore, the DRB failed to consider the adjacent residential uses in approving the Project at its meeting on March 25th. The DRB must consider the "nature, condition and development of adjacent uses, buildings and structures and no approval shall be granted where such will adversely affect or be materially detrimental to said adjacent uses, buildings or structures" (Section 9484.1.C). The multifamily residential units adjacent and to the north of the Project will be adversely impacted by this Project, containing 21 outdoor vacuum stations and two blowers in addition to twin tunnel car washes. Both the construction and operation of this Project will adversely impact the residential adjacent uses, and the DRB failed to consider these adverse impacts.

B. The Project Failed to Provide a Complete Project Description in the Conditional Use Permit Application and Failed to Submit a DRB Application.

Our understanding is that the proposed Project includes a twin-tunnel car wash with two blowers, 21 outdoor vacuum stations and a dog wash. The dog wash area and outdoor vacuum stations were only disclosed at the first DRB meeting and are not disclosed in the Conditional Use Permit ("CUP") application for the Project, even though the City's CUP instructions are clear that the applicant must submit "a complete application to the Community Development Department." The 21 outdoor vacuum stations and dog wash area are completely omitted in the Project description.

Furthermore, no application form for the DRB approval was submitted with the CUP application. The Zoning Code sets forth that "[a]n application for Development Review Board approval shall be filed with the Building Official" (Section 9483). The applicant should be required to set forth all of the Project details in new City applications for the DRB and CUP so that the public can provide meaningful comment.

C. The Proposed Uses Violate the Zoning Code.

As we have also previously stated to the DRB and the City, Section 9351 of the C-4 Zone provisions states that "[e]very use permitted in a C-4 zone shall be subject to the conditions and limitations set forth in Section 9341." Section 9341.B states the following:

All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage where otherwise allowed or authorized by this Part.

The Zoning Code sets forth limited exceptions to this building enclosure requirement (i.e., plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, and outdoor displays and storage) and outdoor vacuum stations are not one of them. This is not a matter of interpretation. The City's Zoning Code is clear on this building enclosure requirement. The City staff and DRB members have made statements in the past in an attempt to interpret the Zoning Code to mean that the building enclosure requirement only applies to a primary permitted use and any accessory use is permitted without a building enclosure. However, the City's Zoning Code in this case does not make any such distinction between primary and accessory uses; rather, the Zoning Code explicitly states that it applies to all uses.

The DRB failed to consider this violation and explicitly ignored its duties in stating that the DRB's purpose was not to enforce the Zoning Code. That is exactly what the DRB was created to do. In fact, Section 9484, which outlines specifically what the powers and duties of

the DRB are, sets forth that the DRB “shall determine whether the proposed development is in compliance with this Chapter, [and] the provisions of this Code.”

Moreover, the DRB on March 25th chose to completely ignore the Zoning Code violation of the outdoor vacuum stations. While Mr. McGuckian mentioned on March 11th that the outdoor vacuum stations would have canopies above them in a feeble attempt to argue that the vacuum stations complied with the building enclosure requirement in the Zoning Code, the Zoning Code is clear: a building is defined as “[a] structure having a roof supported by columns or walls” (Section 9302.8) and the use must be “wholly within a building” (9341.B). The proposed outdoor vacuum stations with canopies do not satisfy the City’s definition of a building.

Furthermore, a dog wash is not a permitted use and is not an accessory use to a car wash. The DRB again ignored the Zoning Code and treated the dog wash use as if it were permitted somehow and that car washes typically have dog wash areas. The Zoning Code defines accessory use as “[a] use customarily incidental and accessory to the principal use of a lot or building located upon the same lot or building site” (Section 9302.2). Dog washes are not customarily incidental to car washes, which is the principal proposed use of the Project.

In addition, on March 25th, Ms. Dias Southwell noted that the City did not know what accessory use the Project was proposing, and stated that the City had not yet been informed whether it would be retail use or a dog wash use. The applicant, Shahram Deghani, informed the DRB that it had been decided that there would be a dog wash as part of the Project. The Project description should be stable from when the application is submitted to permit both the City and the public meaningful opportunity to comment and consider the proposed project. Instead, the DRB approved plans for the Project after just confirming that the applicant is proposing a dog wash without at all considering whether a dog wash use complies with the Zoning Code, with which it does not.

The applicant should be required to address the non-compliance issues identified above and the CEQA compliance document must be revised and recirculated for public review and comment.

II. CONCLUSION

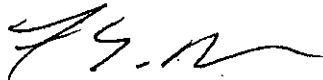
The DRB failed to meet its substantive obligation to consider and enforce the City’s Zoning Code. The violations are numerous. For example, the DRB violated the Zoning Code in failing to consider the Project’s non-compliance with the Zoning Code. We respectfully request that this Commission void the DRB action on March 25th related to this Project and request that the applicant address the Zoning Code issues identified above. We would also request that the applicant be required to submit new DRB and CUP applications that disclose the full extent of the proposed Project and that match at the very least the latest iteration of plans submitted to the City. In addition, due to changes in the Project, the CEQA compliance document must be revised and recirculated for public review and comment.

March 30, 2015
Page 5

We were informed by the City on March 25th that this appeal and the related CUP would not be considered at the April 2nd Commission meeting and that the first available Commission meeting would be May 7th, which is beyond the 30-day review period required pursuant to Section 9486. Per the request from the City Attorney, we hereby waive the right to have the appeal considered within 30 days of the filing of this appeal and agree to have this appeal be considered at the May 7th Commission hearing assuming the City is in compliance with all other applicable requirements.

If you have any questions, please do not hesitate to contact me at any time.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Y. Park', with a stylized flourish at the end.

Francis Y. Park
of PARK & VELAYOS

Encl.

cc: Mr. Paul Kuykendall
Veronique S. Millon, Esq.

Exhibit C



910 Hampshire Road, Suite V
Westlake Village, California 91361
(805) 367-5720

April 10, 2015

Park & Velayos, LLP

801 South Figueroa Street, Suite 450
Los Angeles, California 90017

Attn: Francis Y. Park
801 South Figueroa Street, Suite 450
Los Angeles, California 90017

Re: Peer Review for the Carson Carwash Initial Study.

Dear Mr. Park:

Meridian Consultants is pleased to present their peer review of the Draft Initial Study and Mitigated Negative Declaration for the Carson Carwash Project, located in Lakewood, California. Meridian Consultants provides various CEQA and NEPA consulting services throughout California and the rest of the nation. Our founding principals, Mr. Tony Locacciato, Mr. Joe Gibson and Mr. Mark Austin, have worked as CEQA and NEPA practitioners for as long as 35 years. Collectively, they have over 80 years of working experience in providing services to a wide range of clientele and are recognized as experts in the environmental compliance field. Additionally, our staff offers diverse experience to assist public agencies, private businesses, landowners throughout California in meeting the challenges of environmental review and regulatory compliance. Our staff members have comprehensive experience in land use planning, environmental review, and natural resource management and regulatory permitting for a wide variety of projects including large specific plan projects. As such, Meridian Consultants is well suited to conduct the peer review for the Carson Carwash Project.

Our review found that the document was inconsistent with regards to the Project Description and assumptions used to analyze Air Quality, Greenhouse Gases, Noise and Transportation and Traffic. Additionally, we found that the document provided conclusionary statements without evidence throughout other portions of the document. As such, it is our opinion that the findings provided in the Initial Study conducted from this project is inadequate and insufficient with respect to CEQA compliance. A detailed explanation of the insufficiency of the document is provided in the following pages.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Locacciato", with a stylized flourish at the end.

Tony Locacciato, AICP
Partner

Project Description

The project description states that the existing site is developed with a single-story auto repair/body shop building, a freestanding sign, and a trash enclosure. Additionally, the project would involve the construction of a 5,735 square foot twin-tunnel self-serve car wash.

The project description does not provide adequate detail with respect to the proposed demolition and construction activities to allow for sufficient analysis of construction impacts. The type and number of pieces of construction equipment, the construction timeframe, the location of staging areas, and haul routes for the export of debris need to be identified in the Project Description. Without this information, adequate analysis of the impacts from construction of the project cannot be provided. Specifically, because the project site is located in close proximity to several multiple family residential buildings to the north, construction activities will impact these sensitive uses and adequate analysis of these potentially significant impacts is required.

A construction scenario is provided in Table 3, Appendix A--Air Quality Study, which assumes that construction would occur over a 6 month period (January 2016 to June 2016) and includes six phases: demolition, site preparation, grading, building construction, paving and architectural coating. Additionally, construction equipment assumed to be used is provided in this table. However, it is unclear if this construction scenario is accurate for the project or merely a set of default modeling assumptions as the project description does not include an adequate description of the proposed construction of the project.

Because the project description did not adequately identify the construction characteristics, the source of the construction scenario data in Appendix A is unclear. If the CalEEMod model defaults were used to the modeling is not accurate for this scale of a project. An example of this is shown in the equipment column of Table 3 for grading activities. The projected equipment shown for grading activities appears to use system default construction equipment, as there is no mention of actual grading equipment.

There are inconsistencies with respect to number of vacuum stations. The project description and the Initial Study states that the project would provide 20 vacuum stations and two carwash tunnels. However, the Noise Study provided in Appendix B states that the project would result in 21 vacuum stations.

This inconsistency between the Initial Study and technical studies questions the legitimacy of any quantitative analysis undertaken for this section and the remainder of the project.

Air Quality and Greenhouse Gas Emissions

The analysis provided for Air Quality and Greenhouse Gas Emissions is inadequate for several reasons. As noted below under Transportation and Traffic, the Initial Study failed to utilize the correct number of vehicle trips in traffic analyses and this error was carried through to the Air Quality, Greenhouse Gas and Noise analyses for this

project. Accordingly, each of these analyses understate to a significant extent the impacts associated with the project in the areas of the Air Quality, Greenhouse Gas and Noise and must now be corrected and redcirculated.

As mentioned previously, the construction characteristics, schedule and equipment assumed to be used appear to be system defaults, which may produce inaccurate modelling results for the project. In addition, several questions and concerns arise when evaluating the CalEEMod data presented in Appendix A:

- Why is the dozer usage rate during demolition activities and grading set to 1 hour/day and how is this rate justified?
- Why is a grader not being considered for use during "grading" activities?
- Why are the grading areas in CalEEMod set to 0.5 acres, when it should be set to 0.79 acres?
- Trip generation rates for CalEEMod are different than what is stated in the Transportation and Traffic Section. Section XV, Transportation and Traffic states that Average Daily Trips (ADT) would result in 215.7 trips, but Table 5, Trip Generation Rates in Appendix A, shows that ADT would be approximately 155.
- Even though a construction scenario (including demolition) is included in Appendix A, why is there no identification of 5,524 square feet of demolished building materials shown in the model outputs?
- CalEEMod files for the existing auto body shop were not provided in the Appendix, not allowing for comparison of current and project impacts.

In addition to concerns with respect to the CalEEMod data, the analysis provides an inaccurate description of a "sensitive receptor." The Initial Study is correct in stating that sensitive receptors include schools, adult care facilities and hospital facilities. However, nearby residences also fall into the category of a "sensitive receptor." The analysis in this section ignores the fact that there are several multi-family residences directly north of project site area and provides an unwarranted less than significant determination for impacts to sensitive receptors. Not only is this statement inaccurate, additional analysis such as a "Localized Significance Threshold (LST)" analysis is required for projects which are in close proximity to a residential area.

Finally, the Air Quality analysis conducted for the Initial Study does not recognize or evaluate the potential for Toxic Air Contaminants (TAC). Significant exposure to TACs could result in respiratory failure and the potential for lung cancer. The data presented in Appendix A, provided annual emissions rates for construction exhaust vehicles, however daily emission rate data was omitted from the document. Had the document include daily emission rates for vehicle exhausts, the average daily emissions of exhausts would be approximately 0.90 pounds per day (lb/day) during construction (annually). Typically, SCAQMD requires a Health Risk Assessment (HRA) to be prepared for projects that emit close to 1 lb/day on an annual basis. However, because the project may be constructed within half or a 6 month time frame, it is possible that exceedances of 1 lb/day may occur. As such, it would be prudent to conduct an HRA for determine if impacts with respect to TACs would occur.

Cultural Resources

The analysis provided for historical and cultural resources is inadequate as it does not provide any information or evidence that the existing buildings or surrounding buildings are of historical or cultural significance. The buildings

on project site were built from 1948 to 1970. Buildings over 50 years old need to be evaluated for historical significance with a study conducted by a qualified historian. However, page 8 of the Initial Study states that an "internet search" for H.D. Fricker (architect) was the primary source to determine historical significance. The source of this information is suspect as historical significance should be determined through reputable sources (i.e. University of California, Los Angeles, Cal State Fullerton, Cultural Information Center) and under the guidance of an architectural historian.

Hazards and Hazardous Materials

The analysis is inadequate as it does not provide a discussion of potential hazardous materials during the construction phase of the project. Typically, construction activities involve the use of hazardous materials. Such materials may include fuels, lubricants, coatings, and grease related to construction equipment and activities.

The Initial Study does not provide evidence that the existing buildings do not contain lead based paints (LBP), asbestos or other hazardous materials. A survey for Asbestos and Lead-Based Paint or a Phase I Environmental Site Assessment (ESA) is required; which this document fails to provide. Should demolition activities result in the release of hazardous materials, impacts would be potentially significant.

With respect to operational activities, the Initial Study should state that chemicals associated with this project would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control (DTSC), U.S. Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), California Department of Transportation (Caltrans). Without this compliance, impacts would be potentially significant.

The Initial Study fails to provide evidence from databases of hazardous materials. Such databases would include GeoTracker, State Water Resources Control Board, Department of Toxic Substances Control, EnviroMapper and the U.S. Environmental Protection Agency. Evidence showing that the project site does not contain asbestos, leaking underground storage tanks and other hazardous materials were not provided.

Because the Initial Study does not provide an adequate description of the construction characteristics of the project, it is unclear if the construction equipment would be staged on or off-site. Should the project require off-site staging areas, surrounding streets would have to be closed during demolition or construction activities. Off-site construction staging areas without proper coordination will conflict emergency response plans as it may result in decreased access and movement for emergency vehicles. Such plans are provided by the City or local law enforcement and fire departments, and approval from the respective departments are required.

Hydrology and Water Quality

The analysis is inadequate as it does not quantify or state the projected amount of water required to operate the project. Water demand for the project needs to be defined and compared against existing supplies to determine if

there is an adequate supply for project operation. It is unlikely that the project would result in similar water demands when compared to existing conditions, as the project is a car wash and requires significant amounts of water to operate.

Noise

The analysis provided is inadequate as it does not assess potential construction noise impacts. Noise resulting from demolition and construction equipment will result in noise impacts to the residential units located north of the project site. With respect to operational activities, the analysis focuses on on-site equipment but does not provide noise generation rates for each piece of equipment used.

As stated previously, there are inconsistencies with respect to number of vacuum stations. The Initial Study states that the project would provide 20 vacuum stations and two carwash tunnels. However, the Noise Study provided in Appendix B states that the project would result in 21 vacuum stations. This inconsistency between the Initial Study and the Noise Study questions the legitimacy of any quantitative analysis undertaken for this section and the remainder of the project.

The analysis provided is inadequate as it does not provide any vibration data with respect to the project. Residential units are located directly (15 feet) to the north of the project site and will experience vibration impacts during project construction. At 25 feet, construction equipment such as excavators or small bulldozers will emit vibration levels between 74 to 80 Vibration Velocities (VdB). The average vibration level for human annoyance is considered 75 VdB and above. Because the project site is 15 feet from residential units, residents to the north will likely feel vibration levels above 75 VdB.

While the Initial Study states that mitigation measures will be used to reduce vibration impacts to less than significant levels, mitigation measures for potentially significant vibration impacts during construction and from operation of the proposed car wash are not addressed. As such, the determination of less than significant impacts with project mitigation is unwarranted.

Public Services

The analysis provided in this section fails to analyze temporary impacts to public services during the construction period. Response times for police or fire departments servicing the project area may be impacted by construction activities require temporary road closures.

The Initial Study states that Los Angeles County Fire Station No. 34 and Sherriff's department both maintain a 4-5 minute response time to the project site. However, the Initial Study does not state if the response time is considered sufficient for the City or local departments, nor does it provide evidence that the increased traffic from the project would not generate an additional demand to fire and police departments or resulting in decreased response time.

Transportation and Traffic

The Initial Study fails to analyze and address potentially significant impacts on traffic and transportation. This section includes incorrect assumptions and conclusory statements that the project will have no impact or less than significant impacts on traffic or transportation.

1. The Traffic Analysis Understates Project Trips.

The trip generation rate used for the project in the Initial Study is identified as 300 trips per acre sourced from the 2003 San Diego Association of Government's (SANDAG) Brief Guide of Vehicular Traffic Generation Rates ("SANDAG Guide"). If you review the SANDAG Guide, it states that the trip generation of an Automatic Car Wash is 900 trips daily per site or 600 trips daily per acre with 4 percent of that daily total in the morning (AM) peak hour and 9 percent in the afternoon (PM) peak hour. See SANDAG Guide attached hereto as Exhibit A. If you apply the correct SANDAG Guide rate, the project would generate 900 daily trips, 36 AM peak hour trips, and 81 PM peak hour trips (using 900 trips per site). Based on the SANDAG Guide, which the City was attempting to use, the City's Initial Study has severely underestimated the number of project trips in this case. This is significant since the trips analyzed for traffic also are used as the underlying data for the air quality and noise technical analyses in the Initial Study.

However, if you review the SANDAG Guide further regarding the trip generation rate for automatic car washes, it is evident that the rate is based on very limited data, including data from the Institute of Transportation Engineers (ITE), 6th Edition. If you review the ITE trip generation rate for Land Use: 948 Automated Car Wash, it recommends a trip generation rate of 14.12 PM peak hour trips per 1,000 square feet. Applied to the project, the ITE guidance would result in approximately 82 PM peak hour trips, almost exactly what is predicted by the SANDAG Guide. Notwithstanding, it appears the ITE data is from one study in the 2000s on the East Coast. The ITE guidance in fact recommends that with this rate "[u]sers are cautioned to use data with care because of the small sample size." See ITE, Land Use: 948 Automated Car Wash attached hereto as Exhibit B.

In cases where there is limited data and given the new types of automatic car washes, such as this project being considered, it would be appropriate to analyze the potential trips based on the maximum capacity of the proposed car wash. The design capacity of the proposed car wash is set forth on page 41 of the Initial Study as 60 cars an hour, which translates to 120 peak hour trips. Applied to the hours of operation assuming that the applicant was correct in its application that the hours of operation are for 13 hours daily from 7 am to 8 pm, the project would result in the following: 1,560 daily trips, 120 AM peak hour trips, and 120 PM peak hour trips. If the City were truly analyzing this project on a "worst-case scenario" basis as alleged on page 39 of the Initial Study, the design capacity trips should be utilized for the CEQA analysis.

2. The Traffic Analysis Overstates Existing Trips.

In addition, the traffic analysis in the Initial Study attempts to use a baseline of existing trips from the existing car repair business at the site to offset the new project trips. However, upon visiting the site, it did not appear that the

car repair business was in full operation and certainly did not appear sufficient to be generating 95.4 vehicle daily trips, 7.63 AM peak hour trips, and 10.49 PM peak hour trips. In order to provide the “worst-case scenario” as planned by the City staff, the revised traffic analysis should not provide any credit for existing uses unless there is actual empirical data to support the existing trip credit.

3. The Traffic Analysis Incorrectly Uses a Traffic Report Prepared by the City of Hawaiian Gardens for a Casino Project to Analyze Traffic in the Year 2018.

Inexplicably, the Initial Study attempts to use a traffic analysis in an EIR prepared in 2013 by the City of Hawaiian Gardens for a casino expansion project (“Casino Study”). The Initial Study pulls out projected future conditions in 2014 and 2018 from that Casino Study. The information cited in the Initial Study for one intersection (Pioneer Boulevard and Carson Street) with respect to the Casino Study data is shown in the table below.

Year	AM Peak Hour Level of Service	AM Peak Hour Volume	PM Peak Hour Level of Service	PM Peak Hour Volume
2013	LOS C	1,872 vehicles	LOS D	1,596 vehicles
2016	No data	No data	No data	No data
2018 Without Project	LOS D	2,184 vehicles	LOS C	1,453 vehicles
2018 With Project	LOS D	2,185 vehicles	LOS C	1,462 vehicles

• Source: City of Hawaiian Gardens, Hawaiian Gardens Casino Redevelopment Environmental Impact Report (May 2013).

As noted in the Initial Study, the project opening date is in 2016, so there is no data to analyze the traffic implications of the project at the intersection of Pioneer Boulevard and Carson Street. The Year 2018 is inadequate to analyze the project’s impact in the Year 2016. Also, the Casino Study should be regarded with some skepticism as the traffic volumes and level of service actually decrease from the Year 2013 to the Year 2018. A hypothetical future condition with unexplained improved conditions is not sufficient to analyze the traffic impacts of this project.

4. Utilizing the Correct Trips for This Project Results in a Potential Significant Impact.

Assuming the City’s Initial Study flawed methodology is used, if the 120 potential PM peak hours are divided by the 2018 traffic volume of 1,462 vehicles, the project would have an increase of 8.2 percent, which would exceed the significance criteria utilized in the Initial Study. Based on this one location, the City should conduct a proper traffic study report that analyzes all potential intersections with empirical data and cumulative growth and related projects to prepare a true “worst-case scenario” analysis. The current traffic analysis in the Initial Study is flawed and inadequate under CEQA.

5. Any Study Utilizing the Incorrect Traffic Data Must Be Revised.

Furthermore, after a new traffic study is finalized, the trip generation numbers in the Air Quality and Noise Analyses will need to be updated. For example, Appendix A, Air Quality Study will need to be updated as it currently states that the project would generate approximately 155 daily trips (versus 900-1,560 daily trips as noted above).

The information in this section regarding the amount of traffic the project will generate is inconsistent with the trip generation numbers in Appendix A, Air Quality Study. Appendix A, states that the project would generate approximately 155 trips per day, while Page 39 of the Initial Study states that the amount of traffic generated on a daily basis would be 216. As such, the findings with respect to air quality, noise and transportation and traffic are all inaccurate and inadequate under CEQA.

6. Failure to Analyze 605 Ramps.

The Initial Study fails to analyze trip generation and traffic impacts on the on- and off-ramps of the 605 Freeway almost adjacent to the project. Because the project site is located directly east of the 605 Freeway, analysis of the potential traffic impacts of the project on the freeway and its on- and off-ramps is required in accordance with Caltrans Traffic Impact Analysis guidelines. Furthermore, the Initial Study also fails to address the potential removal and replacement of a Caltrans directional sign for the 605 Freeway that is located in the proposed driveway of the project (Initial Study, 40). As such, the determination of less than significant impacts is not supported by adequate information and analysis.

7. Conclusion

The technical deficiencies and flaws described above must be addressed and the City must prepare a new traffic study that analyzes the project impacts pursuant to CEQA.

Utilities and Service Systems

The Initial Study states the project would utilize similar amounts of water used for the auto repair shop. The analysis of potential water impacts is inadequate, as no information or evidence to support the conclusion that the project would not result in a significant increase in water demand is provided. The Initial Study does not provide any information on the amount of water used by the existing auto repair shop, nor does it provide any estimate of the amount of water the proposed project would use. In addition, a discussion and a comparison of the City's water supplies and projected supply and demands are not discussed within the document. Due to this lack of information, it is unclear if the City's water supply is adequate to support the project.

Additionally, the Initial Study does not provide evidence that the project would not generate a significant level of solid waste. The Initial Study does not quantify the amount of solid waste and debris that will be generated during construction of the project. A discussion of existing landfills and their capacity for solid waste is not provided. Finally, the document does not identify if nearby landfills can handle solid waste or debris generated by the

project. As such, the determination of those impacts would be less than significant impacts are not supported by adequate information or analysis.



910 Hampshire Road, Suite V
Westlake Village, California 91361
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Exhibit A



San Diego Municipal Code

Land Development Code

Trip Generation Manual

Revised May 2003



Printed on recycled paper

This information, document, or portions thereof, will be made available in alternative formats upon request.

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INTRODUCTION

The *Trip Generation Manual* is a collection of information about vehicular traffic that is generated by different land uses. This information is based on studies made to determine how many vehicles enter and exit a site devoted to a particular land use.

The process for a typical trip generation study includes a selection of several (usually four to seven) sites that can be categorized as having the same land use. Next, data regarding various characteristics of these sites is collected. Data collection varies according to the specifics of the subject land use. The collected data could include several different physical parameters attributed to the subject site such as location, lot size, structure size, number of employees, and other units of interest. Individual sites are isolated and traffic counters are placed at every entrance and exit point of these sites. The traffic counts are taken for a period of up to seven days. The results of these counts are compiled to determine daily and peak hour trip generation rates per the independent variable(s) for the subject use. Depending on the specific land use, the independent variable(s) may be square feet, acre, number of employees, dwelling units, rooms, etc. Additional data include the proportion of trips made in the morning and afternoon peak periods and the proportion of peak trips that entered and exited the sites.

The trip generation rates presented in this manual are the result of trip generation studies made by the City of San Diego, the San Diego Association of Governments (SANDAG), the Institute of Transportation Engineers (ITE), and other qualified sources. Where possible, local data was used. A task force made up of staff from the City of San Diego, SANDAG, and private consultants was created to provide input into the formation of this manual.

This manual includes the following information:

<u>TABLE</u> <u>NO.</u>	<u>DESCRIPTION</u>
----------------------------	--------------------

- | | |
|---|---|
| 1 | Trip Generation Rate Summary - This table includes rates or formulas for the calculation of driveway and cumulative trip generation rates (see Appendix A for definitions). It also includes percentage of trips for AM and PM peak hours. The proportion of trips entering and exiting the sites during the peak hours are also provided. |
| 2 | Regional Shopping Center - Studies show that the trip generation rate for a Regional Shopping Center depends on its size. However, since this relationship is not discrete, the trip generation rate for a Regional Shopping Center is represented as a logarithmic formula. The formula reflects that the number of trips do not increase proportionally to increases in the size of the Regional Shopping Center. Table 2 includes the calculated driveway and cumulative trip generation for selected sizes of Regional Shopping Centers. |

**TABLE
NO.**

DESCRIPTION

- | | |
|---|---|
| 3 | Commercial Office - Similar to Regional Shopping Centers, a logarithmic formula is used to determine the trip generation of office buildings. The formula calculates the trip generation rates that increase at a slower rate than the increase in the size of the Commercial Office. Trip generation for selected sizes of Commercial Offices is presented in this table. |
| 4 | Additional Trip Generation Rates - The trip generation rates obtained based on limited data for several specific land uses are included in Table 4. In absence of other information available, these rates may be used as a reference for a similar land use elsewhere. |
| 5 | Centre City Cumulative Trip Generation Rates - The trip generation rates in the Centre City area are generally lower than the rates elsewhere in the city. This is due to higher share of mass transit in mode split, high density of land use, high proportion of "walk" trips, parking availability, and parking costs. |
| 6 | Centre City Trip Generation Look-Up Table - The logarithmic formulas for Regional Shopping Centers and Commercial Offices in Centre City are calculated for selected sizes. |
| 7 | Facilities Financing - The trip generation rates for the purpose of fee collection toward financing the required infrastructure are in this table. |

Appeal Process: The procedure to appeal a particular trip rate is included in the last section.

Appendices: General terms, physical land use parameters, definition of land use categories for trip generation purposes, and the City's land use zones are provided in the appendices.

Other Resources: Two other useful publications that assist in project traffic impact analysis are: the City's *Traffic Impact Study Manual*, prepared by the Transportation Development Section, Development Services Department; and the City's *Street Design Manual*. Both publications may be obtained from the Records Section of the Development Services Department, 1222 First Avenue, second floor.

TABLE 1

May 2003

TRIP GENERATION RATE SUMMARY
(WEEKDAY)

LAND USE	DRIVEWAY ^{(1) (2)} VEHICLE TRIP RATE	CUMULATIVE ⁽⁸⁾ VEHICLE TRIP RATE	PEAK HOUR AND IN/OUT RATIO	
			AM (IN:OUT)	PM IN:OUT
AGRICULTURE (OPEN SPACE) ⁽³⁾	2 trips/acre	2 trips/acre	--	--
AIRPORT ⁽³⁾				
Commercial	100 trips/flight; 60 trips/acre	100 trips/flight; 60 trips/acre	6% (6:4)	7% (5:5)
General Aviation	2 trips/flight; 6 trips/acre	2 trips/flight; 6 trips/acre	--	--
CEMETERY	5 trips/acre	5 trips/acre	--	--
COMMERCIAL-RETAIL ^{(4) (5)}				
Automobile Services:				
Car Dealer	50 trips/1,000 sq. ft.; 300 trips/acre	45 trips/1,000 sq. ft.; 297 trips/acre	5% (7:3)	8% (4:6)
Carwash:				
Full service	900 trips/site; 600 trips/acre	450 trips/site; 300 trips/acre	4% (5:5)	9% (5:5)
Self service	100 trips/wash stall	50 trips/wash stall	4% (5:5)	8% (5:5)
Gasoline Stations:	130 trips/vehicle fueling space; 750 trips/station	26 trips/vehicle fueling space; 150 trips/station	7% (5:5)	11% (5:5)
With food mart	150 trips/vehicle fueling space	30 trips/vehicle fueling space	8% (5:5)	8% (5:5)
With fully automated carwash	135 trips/vehicle fueling space	27 trips/vehicle fueling space	--	--
With food mart & fully automated carwash	135 trips/vehicle fueling space	31 trips/vehicle fueling space	8% (5:5)	9% (5:5)
Parts Sale	62 trips/1,000 sq. ft.	56 trips/1,000 sq. ft.	4% (5:5)	10% (5:5)
Repair Shop	20 trips/1,000 sq. ft.; 20 trips/service stall; 400 trips/acre	18 trips/1,000 sq. ft.; 19 trips/service stall	8% (7:3)	11% (4:6)
Tire Store	25 trips/1,000 sq. ft.; 30 trips/service stall	23 trips/1,000 sq. ft.; 27 trips/service stall	7% (6:4)	11% (5:5)
Convenience Market Chain:				
Open Up to 16 Hours Per Day	500 trips/1,000 sq. ft.	250 trips/1,000 sq. ft.	8% (5:5)	8% (5:5)
Open 24 Hours	700 trips/1,000 sq. ft.	350 trips/1,000 sq. ft.	9% (5:5)	7% (5:5)
Discount Store/Discount Club	70 trips/1,000 sq. ft.	49 trips/1,000 sq. ft.	2% (6:4)	10% (5:5)
Drugstore	90 trips/1,000 sq. ft.	40 trips/1,000 sq. ft.	4% (6:4)	10% (5:5)
Furniture Store	6 trips/1,000 sq. ft.; 100 trips/acre	5.4 trips/1,000 sq. ft.	4% (7:3)	9% (5:5)
Lumber/Home Improvement Store	30 trips/1,000 sq. ft.; 150 trips/acre	27 trips/1,000 sq. ft.; 135 trips/acre	7% (6:4)	9% (5:5)
Nursery	40 trips/1,000 sq. ft.; 90 trips/acre	36 trips/1,000 sq. ft.; 81 trips/acre	3% (6:4)	10% (5:5)
Restaurant:				
Quality	100 trips/1,000 sq. ft.; 3 trips/seat; 500 trips/acre	90 trips/1,000 sq. ft.; 2.7 trips/seat; 450 trips/acre	1% (6:4)	8% (7:3)
High Turnover (sit-down)	130 trips/1,000 sq. ft.; 7 trips/seat; 1,200 trips/acre	104 trips/1,000 sq. ft.; 5.6 trips/seat; 460 trips/acre	8% (5:5)	8% (6:4)
Fast Food (with or without drive-through)	700 trips/1,000 sq. ft.; 22 trips/seat; 3,000 trips/acre	420 trips/1,000 sq. ft.; 13.2 trips/seat; 1,800 trips/acre	4% (6:4)	8% (5:5)
Shopping Center:				
Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	120 trips/1,000 sq. ft.; GLA; 1,200 trips/acre	72 trips/1,000 sq. ft.; 720 trips/acre	4% (6:4)	11% (5:5)
Community (100,000 sq. ft. or more GLA on 10 or more acres)	70 trips/1,000 sq. ft.; GLA; 700 trips/acre	49 trips/1,000 sq. ft.; 490 trips/acre	3% (6:4)	10% (5:5)
Regional (300,000 sq. ft. or more GLA) (6)	$Ln(T) = 0.756 Ln(x) + 5.25$ *	$0.8 [Ln(T) = 0.756 Ln(x) + 5.25]$ *	2% (7:3)	9% (5:5)
Specialty Retail Center/Strip Commercial	40 trips/1,000 sq. ft.; 400 trips/acre	36 trips/1,000 sq. ft.; 360 trips/acre	3% (6:4)	9% (5:5)
Supermarket	150 trips/1,000 sq. ft.; 2,000 trips/acre	90 trips/1,000 sq. ft.; 2,000 trips/acre	4% (7:3)	10% (5:5)

* See Table 2

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY (WEEKDAY)

LAND USE	DRIVEWAY ⁽¹⁾⁽²⁾	CUMULATIVE ⁽³⁾	PEAK HOUR AND IN/OUT RATIO	
	VEHICLE TRIP RATE	VEHICLE TRIP RATE	AM (IN:OUT)	PM (IN:OUT)
EDUCATION ⁽³⁾				
University (4 years or higher)	2.5 trips/student; 100 trips/acre	2.5 trips/student; 100 trips/acre	10% (9:1)	9% (3:7)
Community College (2 years)	1.6 trips/student; 18 trips/1,000 sq. ft.; 80 trips/acre	1.6 trips/student; 18 trips/1,000 sq. ft.; 80 trips/acre	12% (9:1)	8% (3:7)
High School	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	20% (8:2)	14% (3:7)
Junior High/Middle School	1.4 trips/student; 12 trips/1,000 sq. ft.; 40 trips/acre	1.4 trips/student; 12 trips/1,000 sq. ft.; 40 trips/acre	24% (7:3)	7% (3:7)
Elementary School	2.9 trips/student; 39 trips/1,000 sq. ft.; 136 trips/acre	2.9 trips/student; 39 trips/1,000 sq. ft.; 136 trips/acre	31% (6:4)	19% (4:6)
Day Care Center	5 trips/child; 80 trips/1,000 sq. ft.	5 trips/child; 80 trips/1,000 sq. ft.	19% (5:5)	18% (5:5)
FINANCIAL INSTITUTION (Bank or Credit Union) ⁽⁵⁾				
Excluding drive-through	150 trips/1,000 sq. ft.; 1,000 trips/acre	112.5 trips/1,000 sq. ft.; 750 trips/acre	4% (7:3)	8% (4:6)
With drive-through	200 trips/1,000 sq. ft.; 1,500 trips/acre	150 trips/1,000 sq. ft.; 1,125 trips/acre	3% (6:4)	10% (5:5)
Drive-through only	250 trips/lane	187.5 trips/lane	3% (5:5)	13% (5:5)
HOSPITAL ⁽³⁾				
Convalescent/Nursing	3 trips/bed	3 trips/bed	7% (6:4)	7% (4:6)
General	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	9% (7:3)	10% (3:7)
HOUSE OF WORSHIP ⁽⁴⁾				
General	15 trips/1,000 sq. ft.; quadruple rates for days of	9 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
Without School or Day Care	5 trips/1,000 sq. ft.; quadruple rates for days of assembly	5 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
INDUSTRIAL				
Industrial/Business Park (some commercial included) ⁽⁵⁾	16 trips/1,000 sq. ft.; 200 trips/acre	16 trips/1,000 sq. ft.; 200 trips/acre	12% (8:2)	12% (2:8)
Small Industrial Park ⁽⁷⁾ *	15 trips/1,000 sq. ft.; 120 trips/acre	15 trips/1,000 sq. ft.; 120 trips/acre	11% (9:1)	12% (2:8)
Large Industrial Park *	8 trips/1,000 sq. ft.; 100 trips/acre	8 trips/1,000 sq. ft.; 100 trips/acre	11% (9:1)	12% (2:8)
Manufacturing/Assembly	4 trips/1,000 sq. ft.; 50 trips/acre	4 trips/1,000 sq. ft.; 50 trips/acre	20% (9:1)	20% (2:8)
Rental Storage	2 trips/1,000 sq. ft.; 30 trips/acre	2 trips/1,000 sq. ft.; 30 trips/acre	6% (5:5)	9% (5:5)
Scientific Research and Development	8 trips/1,000 sq. ft.; 80 trips/acre	8 trips/1,000 sq. ft.; 80 trips/acre	16% (9:1)	14% (1:9)
Truck Terminal	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	9% (4:6)	8% (5:5)
Warehousing	5 trips/1,000 sq. ft.; 60 trips/acre	5 trips/1,000 sq. ft.; 60 trips/acre	15% (7:3)	16% (4:6)
LIBRARY ⁽³⁾				
Less than 100,000 sq. ft.	50 trips/1,000 sq. ft.; 400 trips/acre	20 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)

* Small amount of local serving commercial included. May have multiple shifts.

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY
(WEEKDAY)

LAND USE	DRIVEWAY VEHICLE TRIP RATE ^{(1) (2)}	CUMULATIVE ⁽³⁾ VEHICLE TRIP RATE	PEAK HOUR AND IN/OUT RATIO	
			AM (IN:OUT)	PM (IN:OUT)
LODGING⁽³⁾				
Hotel (w/convention facilities/restaurant)	10 trips/room; 300 trips/acre	10 trips/room; 300 trips/acre	6% (6:4)	8% (6:4)
Motel	9 trips/room; 200 trips/acre	9 trips/room; 200 trips/acre	8% (4:6)	9% (4:6)
Resort Hotel	8 trips/room; 100 trips/acre	8 trips/room; 100 trips/acre	5% (5:4)	7% (6:4)
MILITARY BASE⁽³⁾	2.5 trips/employee (military or civilian)	2.5 trips/employee (military or civilian)	9% (9:1)	10% (6:4)
OFFICE				
Commercial Office ⁽⁶⁾	$Ln(T) = 0.756 Ln(x) + 3.95$; 450 trips/acre	$Ln(T) = 0.756 Ln(x) + 3.95$; 450 trips/acre	13% (9:1)	14% (2:8)
Corporate Headquarters/Single Tenant Office	10 trips/1,000 sq. ft.	10 trips/1,000 sq. ft.	15% (9:1)	15% (1:9)
Department of Motor Vehicles	180 trips/1,000 sq. ft.; 900 trips/acre	18 trips/1,000 sq. ft.	6% (6:4)	11% (4:6)
Government Office (Civic Center)	30 trips/1,000 sq. ft.		9% (9:1)	12% (3:7)
Less than 100,000 sq. ft.		20 trips/1,000 sq. ft.	9% (9:1)	12% (3:7)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	8% (9:1)	12% (3:7)
Medical Office:	50 trips/1,000 sq. ft.; 500 trips/acre		6% (8:2)	10% (3:7)
Less than 100,000 sq. ft.		20 trips/1,000 sq. ft.	6% (8:2)	10% (3:7)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	6% (8:2)	10% (3:7)
Post Office:				
Distribution (central/walk-in only)	90 trips/1,000 sq. ft.	76 trips/1,000 sq. ft.	5%	7%
Community (without mail drop lane)	200 trips/1,000 sq. ft.; 1,200 trips/acre	168 trips/1,000 sq. ft.; 1,092 trips/acre	6% (6:4)	9% (5:5)
Community (with mail drop lane)	300 trips/1,000 sq. ft.; 2,000 trips/acre		7% (5:5)	9% (3:7)
Less than 100,000 sq. ft.		168 trips/1,000 sq. ft.; 1,092 trips/acre	7% (5:5)	7% (6:4)
100,000 sq. ft. or more		252 trips/1,000 sq. ft.; 1,680 trips/acre	7% (5:5)	8% (7:3)
RECREATION				
Bowling Center	30 trips/lane; 300 trips/acre	30 trips/lane; 300 trips/acre	7% (7:3)	10% (4:6)
Golf Course	600 trips/course; 40 trips/hole; 8 trips/acre	600 trips/course; 40 trips/hole; 8 trips/acre	6% (6:2)	9% (3:7)
Marina	4 trips/berth; 20 trips/acre	4 trips/berth; 20 trips/acre	3% (3:7)	7% (6:4)
Movie Theater	80 trips/1,000 sq. ft.; 1.8 trips/seat	80 trips/1,000 sq. ft.; 1.8 trips/seat	0.3%	8% (7:3)
Park:				
Beach, Ocean or Bay	600 trips/1,000 ft. shoreline; 60 trips/acre	600 trips/1,000 ft. shoreline; 60 trips/acre	--	11% (4:6)
Developed	50 trips/acre	50 trips/acre	4%	8%
Undeveloped	5 trips/acre	5 trips/acre	4%	8%
Racquetball/Tennis/Health Club	40 trips/1,000 sq. ft.; 40 trips/court; 300 trips/acre	40 trips/1,000 sq. ft.; 40 trips/court; 300 trips/acre	4% (6:4)	9% (6:4)
San Diego Zoo	115 trips/acre	115 trips/acre	--	--
Sea World	80 trips/acre	80 trips/acre	--	--
Sport Facility:				
Indoor	30 trips/acre	30 trips/acre	--	--
Outdoor	50 trips/acre	50 trips/acre	--	--

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY (WEEKDAY)

LAND USE	DRIVEWAY ^{(1) (2)}	CUMULATIVE ⁽⁸⁾	PEAK HOUR AND IN/OUT RATIO	
	VEHICLE TRIP RATE	VEHICLE TRIP RATE	AM (IN:OUT)	PM (IN:OUT)
RESIDENTIAL ⁽³⁾				
Congregate Care Facility	2 trips/dwelling unit	2 trips/dwelling unit	3% (6:4)	8% (5:5)
Estate Housing	12 trips/dwelling unit	12 trips/dwelling unit	8%	12%
Mobile Home	5 trips/dwelling unit, 40 trips/acre	5 trips/dwelling unit, 40 trips/acre	9% (3:7)	12% (6:4)
Multiple Dwelling Unit				
Under 20 dwelling units/acre	8 trips/dwelling unit	8 trips/dwelling unit	8% (2:8)	10% (7:3)
Over 20 dwelling units/acre	6 trips/dwelling unit	6 trips/dwelling unit	8% (2:8)	9% (7:3)
Retirement/Senior Citizen Housing	4 trips/dwelling unit	4 trips/dwelling unit	12%	8%
Single Family Detached:				
Urbanized Area ⁽¹⁾	9 trips/dwelling unit	9 trips/dwelling unit	8% (2:8)	10% (7:3)
Urbanizing Area ⁽¹⁾	10 trips/dwelling unit	10 trips/dwelling unit	8% (2:8)	10% (7:3)
TRANSPORTATION FACILITIES ⁽³⁾				
Bus Depot	25 trips/1,000 sq. ft.	25 trips/1,000 sq. ft.		
Park & Ride Lots	400 trips/acre; 600 trips/paved acre	400 trips/acre; 600 trips/paved acre	14% (7:3)	15% (3:7)
Transit Station (rail)	300 trips/acre	300 trips/acre	14% (7:3)	15% (3:7)

Notes:

- (1) From the 1990 Trip Generation Manual. Driveway rates reflect trips that are generated by a site. These rates are used to calculate the total number of trips that impact the project and its immediate vicinity.
- (2) Does not include trip rates for Centre City area. See Table 5.
- (3) San Diego Association of Governments (SANDAG), "Traffic Generators," San Diego, California, December 1996, and July 1998.
- (4) City of San Diego memo, "Trip Generation Rate for Churches," December 9, 1992.
- (5) Refer to Cumulative Vehicle Trip Rate column for reduced trip rates.
- (6) \ln = Natural logarithm; fitted curve logarithmic equation is used for Commercial Office and Regional Shopping Center. For example, the trip generation of an Office Building with 100,000 sq. ft. of GLA is: $\ln(T) = 0.756 \ln(100) + 3.95$, or $\ln(T) = 0.756 (4.60517) + 3.95$, or $\ln(T) = 3.481509 + 3.95$, or $\ln(T) = 7.431509$, which is 1,688 trips. The trip generation of a Regional Shopping Center with 1,000,000 sq. ft. of GLA is: $\ln(T) = 0.756 \ln(1,000) + 5.25$, or $\ln(T) = 0.756 (6.907755) + 5.25$, or $\ln(T) = 5.222263 + 5.25$, or $\ln(T) = 10.47226$, which is 35,322 trips. See Table 2 for calculated trip generation for selected sizes of Regional Shopping Centers, and Table 3 for calculated trip generation for selected sizes of Commercial Offices. GLA = Gross Leasable Area; T = trips; x = GLA in 1,000 square feet.
- (7) Institute of Transportation Engineers, "Trip Generation," 5th and 6th Editions, Washington, District of Columbia, 1991 and 1998.
- (8) Trips made to a site are Pass-By and Cumulative trips. See Appendix A for definitions of these trips. Cumulative rates are used to determine the community-wide impact of a new project.

TABLE 2

May 2003

**TRIP GENERATION LOOK-UP TABLE FOR SELECTED
SIZES OF A REGIONAL SHOPPING CENTER**

SIZE OF GROSS LEASABLE AREA IN SQUARE FEET	DRIVEWAY $\text{Ln}(T) = 0.756 \text{ Ln}(x) + 5.25$	CUMULATIVE $0.8 [\text{Ln}(T) = 0.756 \text{ Ln}(x) + 5.25]$
300,000	14,215	11,372
325,000	15,102	12,081
350,000	15,972	12,778
375,000	16,827	13,462
400,000	17,669	14,135
425,000	18,497	14,798
450,000	19,314	15,451
475,000	20,120	16,096
500,000	20,915	16,732
525,000	21,701	17,361
550,000	22,478	17,983
575,000	23,246	18,597
600,000	24,006	19,205
625,000	24,759	19,807
650,000	25,504	20,403
675,000	26,242	20,994
700,000	26,974	21,579
725,000	27,699	22,159
750,000	28,418	22,734
775,000	29,131	23,305
800,000	29,839	23,871
825,000	30,541	24,433
850,000	31,238	24,991
875,000	31,930	25,544
900,000	32,618	26,094
950,000	33,979	27,183
1,000,000	35,322	28,258
1,050,000	36,649	29,319
1,100,000	37,961	30,369
1,150,000	39,258	31,407
1,200,000	40,542	32,434
1,250,000	41,813	33,450
1,300,000	43,071	34,457
1,350,000	44,318	35,454
1,400,000	45,553	36,443
1,450,000	46,778	37,422
1,500,000	47,992	38,394
1,550,000	49,197	39,357
1,600,000	50,392	40,314
1,650,000	51,578	41,262
1,700,000	52,755	42,204
1,750,000	53,924	43,139
1,800,000	55,085	44,068
1,850,000	56,238	44,990
1,900,000	57,383	45,906
2,000,000	59,652	47,722
2,100,000	61,893	49,515
2,200,000	64,109	51,287
2,300,000	66,300	53,040
2,400,000	68,468	54,774
2,500,000	70,614	56,491
2,600,000	72,739	58,191

Ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 3

May 2003

**TRIP GENERATION LOOK-UP TABLE FOR SELECTED
SIZES OF A COMMERCIAL OFFICE**

SIZE OF GROSS LEASABLE AREA IN SQUARE FEET	TRIP GENERATION $\ln(T) = 0.756 \ln(x) + 3.95$
25,000	592
30,000	679
35,000	763
40,000	845
45,000	923
50,000	1,000
55,000	1,074
60,000	1,147
65,000	1,219
70,000	1,289
75,000	1,358
80,000	1,426
85,000	1,493
90,000	1,559
95,000	1,624
100,000	1,688
110,000	1,814
120,000	1,938
130,000	2,059
140,000	2,177
150,000	2,294
160,000	2,409
170,000	2,522
180,000	2,633
190,000	2,743
200,000	2,851
210,000	2,958
220,000	3,064
230,000	3,169
240,000	3,273
250,000	3,375
265,000	3,527
280,000	3,677
295,000	3,825
310,000	3,971
325,000	4,116
340,000	4,259
355,000	4,400
370,000	4,540
385,000	4,678
400,000	4,815
425,000	5,041
450,000	5,264
475,000	5,483
500,000	5,700
525,000	5,914
550,000	6,126
575,000	6,335
600,000	6,543
625,000	6,748
650,000	6,951
675,000	7,152

\ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 4

May 2003

ADDITIONAL TRIP GENERATION RATE GUIDELINES

The following trip generation rates were determined by the Transportation Planning Section based on a limited amount of data. Although most of these rates are site specific, they may be used as a reference for a similar land use elsewhere, with prior approval.

LAND USE	TRIP GENERATION RATE
Aircraft Hangar/Storage	6 trips/aircraft
Asphalt Batch Plant	100 trips/usable acre
Automated Teller Machine (Freestanding)	260 trips/site
Automobile Dismantling Facility	50 trips/acre
Automobile Multiple Dealerships *	31 trips/1,000 sq. ft.; 217 trips/acre;
Basketball Court	28 trips/1,000 sq. ft.; 200 trips/acre cumulative 200 trips/court
Charitable Resale Store (Salvation Army)	610 trips/weekday; 380 trips/Sunday
Courier Express Distribution Center (Federal Express)	10 trips/1,000 sq. ft.
Factory Outlets	70 trips/1,000 sq. ft.; 700 trips/acre
Golf Driving Range	600 trips/site
Gravel Quarry Operation	100 trips/usable acre
Handball Court	40 trips/court
Heavy Equipment Repair/Storage (Hawthorne)	1,069 trips/site
Multi Family Residential for Physically Disabled	4.5 trips/dwelling unit
Quick Oil Change	40 trips/1,000 sq. ft.; 36 trips/1,000 sq. ft. cumulative
Recreation Building	45 trips/1,000 sq. ft.
Recreational Vehicle Dealership	200 trips/acre
Recreational Vehicle Park	$2 \times 1/(T.O.) \times \text{number of hookups} \times 0.85$
Seminar Room/Study Hall/Office (Pt. Loma Nazarene College)	4 trips/1,000 sq. ft.
Truck Parking Facility	60 trips/acre; 30 trips/acre for Otay Mesa
Truck Repair Service	140 trips/service repair site + 2.5 trips/ 1,000 sq. ft. of administrative office

* Minimum of three automobile dealerships with access from the same street. Based on Federhart and Associates, February 1987.

TABLE 5

May 2003

CENTRE CITY CUMULATIVE TRIP GENERATION RATES

LAND USE	TRIP GENERATION RATE
COMMERCIAL-RETAIL	
Convenience Market:	
Open 15-16 hours	37 trips/1,000 sq. ft.
Open 24 hours	52 trips/1,000 sq. ft.
Lumber Store	24 trips/1,000 sq. ft.
Restaurant:	
Quality	32 trips/1,000 sq. ft.
High Turnover (sit-down)	27 trips/1,000 sq. ft.
Fast Food (with or without drive-through)	35 trips/1,000 sq. ft.
Shopping Center:	
Neighborhood	48 trips/1,000 sq. ft.
Community	28 trips/1,000 sq. ft.
Regional:	
Less than 500,000 sq. ft.	$0.65 [\ln(T) = 0.756 \ln(x) + 5.25]$
500,000 sq. ft. or more	$0.63 [\ln(T) = 0.756 \ln(x) + 5.25]$
Specialty Retail Center (Strip Commercial)	18 trips/1,000 sq. ft.
Supermarket	60 trips/1,000 sq. ft.
FINANCIAL INSTITUTION	
Excluding drive-through	26 trips/1,000 sq. ft.
With drive-through	31 trips/1,000 sq. ft.
Drive-through only	34 trips/lane
INDUSTRIAL	
Industrial/Business Park	13 trips/1,000 sq. ft.
Large Industrial Park	7 trips/1,000 sq. ft.
Small Industrial Park	12 trips/1,000 sq. ft.
Warehousing	4 trips/1,000 sq. ft.
LIBRARY	14 trips/1,000 sq. ft.
LODGING	
Hotel (w/convention facilities/restaurant)	9 trips/room
Motel	8 trips/room
Resort Hotel	7 trips/room
OFFICE	
Commercial Office:	
Less than 100,000 sq. ft.	$0.85 [\ln(T) = 0.756 \ln(x) + 3.95]$
100,000 sq. ft. or more	$0.81 [\ln(T) = 0.756 \ln(x) + 3.95]$
Corporate Headquarters/Single Tenant Office:	
Less than 100,000 sq. ft.	$0.62 [\ln(T) = 0.756 \ln(x) + 3.95]$
100,000 sq. ft. or more	$0.5 [\ln(T) = 0.756 \ln(x) + 3.95]$
Government Office (Civic Center)	10 trips/1,000 sq. ft.
Medical Office	17 trips/1,000 sq. ft.
Post Office:	
Distribution (walk-in only)	11 trips/1,000 sq. ft.
Community (without mail drop lane)	18 trips/1,000 sq. ft.
Community (with mail drop lane)	27 trips/1,000 sq. ft.
Scientific Research and Development	7 trips/1,000 sq. ft.
RECREATION	
Movie Theater	7 trips/1,000 sq. ft.
RESIDENTIAL	
Multiple Dwelling Units:	
Under 20 dwelling units per acre	5 trips/dwelling unit
20 or more dwelling units per acre	4 trips/dwelling unit
Retirement/Senior Citizen Housing	2.5 trips/dwelling unit
Single Dwelling Units	6 trips/dwelling unit

Notes:

The above land uses are expected to generate less trips in Centre City than outside downtown for the following reasons:

In Centre City mass transit has a higher percentage of mode split; due to high density, "walk" trips are a greater percentage of internal trips; parking availability and costs (people do not necessarily park where they work or visit). The trip rates shown are based on "Development of Centre City Trip Generation Rates," by S. Pazargadi, P.E., August 1990.

Ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 6

May 2003

**TRIP GENERATION LOOK-UP TABLE FOR CENTRE CITY
REGIONAL SHOPPING CENTER AND COMMERCIAL OFFICE**

REGIONAL SHOPPING CENTER		COMMERCIAL OFFICE	
Size of Gross Leasable Area in Square Feet	Trip Generation $K [Ln(T) = 0.756 Ln(x) + 5.25]$	Size of Gross Leasable Area in Square Feet	Trip Generation $K [Ln(T) = 0.756 Ln(x) + 3.95]$
300,000	9,240	25,000	503
325,000	9,816	30,000	578
350,000	10,382	35,000	649
375,000	10,938	40,000	718
400,000	11,485	45,000	785
425,000	12,023	50,000	850
450,000	12,554	55,000	913
475,000	13,078	60,000	975
500,000	13,177	65,000	1,036
525,000	13,672	70,000	1,096
550,000	14,161	75,000	1,155
575,000	14,645	80,000	1,212
600,000	15,124	85,000	1,269
625,000	15,598	90,000	1,325
650,000	16,068	95,000	1,381
675,000	16,533	100,000	1,368
700,000	16,993	110,000	1,470
725,000	17,450	120,000	1,570
750,000	17,903	130,000	1,668
775,000	18,353	140,000	1,764
800,000	18,798	150,000	1,858
825,000	19,241	160,000	1,951
850,000	19,680	170,000	2,043
875,000	20,116	180,000	2,133
900,000	20,549	190,000	2,222
950,000	21,406	200,000	2,310
1,000,000	22,253	210,000	2,396
1,050,000	23,089	220,000	2,482
1,100,000	23,915	230,000	2,567
1,150,000	24,733	240,000	2,651
1,200,000	25,542	250,000	2,734
1,250,000	26,342	265,000	2,857
1,300,000	27,135	280,000	2,979
1,350,000	27,920	295,000	3,098
1,400,000	28,699	310,000	3,217
1,450,000	29,470	325,000	3,334
1,500,000	30,235	340,000	3,449
1,550,000	30,994	355,000	3,564
1,600,000	31,747	370,000	3,677
1,650,000	32,494	385,000	3,789
1,700,000	33,236	400,000	3,900
1,750,000	33,972	425,000	4,083
1,800,000	34,703	450,000	4,264
1,850,000	35,430	475,000	4,441
1,900,000	36,151	500,000	4,617
2,000,000	37,581	525,000	4,791
2,100,000	38,993	550,000	4,962
2,200,000	40,389	575,000	5,132
2,300,000	41,769	600,000	5,299
2,400,000	43,135	625,000	5,466
2,500,000	44,487	650,000	5,630
2,600,000	45,825	675,000	5,793
2,700,000	47,152	700,000	5,954

x = Gross Leasable Area (GLA) in 1,000 sq. ft.
 K is 0.65 for Regional Shopping Centers with less than 500,000 sq. ft. of GLA, and is 0.63 for 500,000 or more sq. ft. of GLA.
 K is 0.85 for Commercial Offices with less than 100,000 sq. ft. of GLA, and is 0.81 for 100,000 or more sq. ft. of GLA

TABLE 7

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
AGRICULTURE (OPEN SPACE)	2 trips/acre
AIRPORT	
Commercial	100 trips/flight; 12 trips/acre
General Aviation	2 trips/daily flight; 6 trips/acre
Hangar	6 trips/aircraft
CEMETERY	5 trips/acre
COMMERCIAL RETAIL	
Auto Parts Sales	56 trips/1,000 sq. ft.
Auto Repair Center	20 trips/1,000 sq. ft.
Auto Service & Gas Stations:	
Gasoline service station	20 trips/pump dispenser
Gasoline station with food mart ⁽¹⁾	40 trips/1,000 sq. ft. + pump dispenser rate
Oil change and lubrication service	40 trips/1,000 sq. ft.
Tire store	23 trips/1,000 sq. ft.; 27 trips/service stall
Truck repair facility with office	140 trips/site
Automotive Sales:	
Car dealer	22 trips/1,000 sq. ft.
Car dealer storage	6.5 trips/1,000 sq. ft.
Recreational vehicle dealer	200 trips/acre
Car Wash:	
Full service	450 trips/site
Self-serve	0 trips/site (if complimentary)
Coin-operated	108 trips/stall
Catering Company	20 trips/1,000 sq. ft.
Convenience Market Chain ⁽¹⁾	40 trips/1,000 sq. ft.
Discount Store/Discount Club	40 trips/1,000 sq. ft.
Drugstore	40 trips/1,000 sq. ft.
Equipment Manufacturing and Retail	1,069 trips/site
Furniture Store	5.4 trips/1,000 sq. ft.
Grocery/Convenience Market	25 trips/1,000 sq. ft.
Lumber/Home Improvement Store	27 trips/1,000 sq. ft.
Nursery	36 trips/1,000 sq. ft.
Restaurant:	
Quality	40 trips/1,000 sq. ft.
High Turnover (sit-down)	40 trips/1,000 sq. ft.
Fast Food (with or without drive-through)	40 trips/1,000 sq. ft.
Shopping Center:	
Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	60 trips/1,000 sq. ft.
Community (100,000 sq. ft. or more GLA on 10 or more acres)	70 trips/1,000 sq. ft.
Regional (300,000 sq. ft. or more GLA) ⁽²⁾	$0.8 [\ln(T) = 0.756 \ln(x) + 5.25] *$
Specialty Retail Center/Strip Commercial	36 trips/1,000 sq. ft.
Supermarket	40 trips/1,000 sq. ft.
EDUCATION	
Day Care Center	80 trips/1,000 sq. ft.
Elementary School	39 trips/1,000 sq. ft.
Junior High/Middle School	12 trips/1,000 sq. ft.
High School	11 trips/1,000 sq. ft.
Community College (2 years)	18 trips/1,000 sq. ft.
University (4 years or higher)	100 trips/acre
University Seminar Facility	4.0 trips/1,000 sq. ft.

* See Table 2

TABLE 7 (Continued)

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
FINANCIAL INSTITUTION	
Automated Teller Machine (ATM) ⁽³⁾	260 trips/ATM (stand-alone)
Bank or Credit Union:	
Excluding drive-through	112.5 trips/1,000 sq. ft.
With drive-through	150 trips/1,000 sq. ft.
Drive-through only	187.5 trips/1,000 sq. ft.
HEALTH CARE	
Convalescent/Nursing	3 trips/bed
General	20 trips/1,000 sq. ft.
Residential Care Facility	2 trips/bed
Substance Rehabilitation Center	4 trips/bed
HOUSE OF WORSHIP	
General	9 trips/1,000 sq. ft.
Without School or Day Care	5 trips/1,000 sq. ft.
INDUSTRIAL	
Asphalt Batch Plant	100 trips/usable acre
Industrial/Business Park (some commercial included)	16 trips/1,000 sq. ft.
Industrial Park, Large *	8 trips/1,000 sq. ft.
Industrial Park, Small *	15 trips/1,000 sq. ft.
Manufacturing/Assembly	4 trips/1,000 sq. ft.
Mining Operation	100 trips/gross usable acre
Rental Storage	2 trips/1,000 sq. ft.
Sand/Gravel Quarry Mine	100 trips/gross usable acre
Scientific Research and Development	8 trips/1,000 sq. ft.
Truck Terminal	10 trips/1,000 sq. ft.
Warehousing	5 trips/1,000 sq. ft.
LIBRARY	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
LODGING	
Hotel (w/convention facilities/restaurant)	10 trips/room
Motel	9 trips/room
Resort Hotel	8 trips/room
MILITARY BASE	2.5 trips/employee (military or civilian)
OFFICE	
Commercial Office ⁽⁴⁾	$\ln(T) = 0.756 \ln(x) + 3.95$ **
Corporate Headquarters/Single Tenant Office	10 trips/1,000 sq. ft.
Court Facility	40 trips/1,000 sq. ft.
Department of Motor Vehicles	20 trips/1,000 sq. ft.
Express Shipping Distribution Center	10 trips/1,000 sq. ft.
Government Office (Civic Center):	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
Medical Office:	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.

* Some local serving commercial included

** See Table 3

TABLE 7 (Continued)

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
OFFICE (continued)	
Post Office:	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
Research and Development (may include light manufacturing)	18 trips/1,000 sq. ft.
RECREATION	
Auditorium	0.6 trip/1,000 sq. ft.
Bowling Center	30 trips/lane
Bungee Jumping Tower	115 trips/site
Golf Course	600 trips/course
Marina	4 trips/berth
Movie Theater	80 trips/1,000 sq. ft.; 1.8 trips/seat
Park:	
Beach, Ocean or Bay	600 trips/1,000 sq. ft. of shoreline
Developed	50 trips/acre
Undeveloped	5 trips/acre
Racquetball/Tennis/Health Club	40 trips/1,000 sq. ft.
Roller Skating Rink	40 trips/1,000 sq. ft.
San Diego Zoo	115 trips/acre
Sea World	80 trips/acre
Sport Facility:	
Indoor	30 trips/acre
Outdoor	50 trips/acre
Swimming Pool	3.1 trips/parking space
RESIDENTIAL	
Convent	2 trips/room
Estate Housing	12 trips/dwelling unit
Mobile Home	5 trips/dwelling unit
Multiple Dwelling Unit:	
Under 20 dwelling units/ acre	8 trips/dwelling unit
Over 20 dwelling units/ acre	6 trips/dwelling unit
Physically Disabled Residence	4.5 trips/dwelling unit
Recreational Vehicle Park	3 trips/hook-up
Recreational Vehicle Monthly Rental	$2 \times 1/(T.O.) \times \text{number of hookups} \times 0.85$
Retirement/Senior Citizen Housing	4 trips/dwelling unit
Single Dwelling Unit:	
Urbanized Area	9 trips/dwelling unit
Urbanizing Area	10 trips/dwelling unit
Single Resident Occupancy	2.5 trips/room
SOCIAL SERVICES	
Homeless Shelter	2 trips/bed
Salvation Army	610 trips/1,000 sq. ft.
Senior Citizen's Center	2 trips/parking space
Work Furlough Facility	4 trips/bed
TRANSPORTATION FACILITIES	
Bus Depot	25 trips/1,000 sq. ft.
Park & Ride Lots	400 trips/acre; 600 trips/paved acre
Transit Station (rail)	300 trips/acre

Notes:

- (1) For each 750 sq. ft. (or any portion thereof greater than 500 sq. ft.) of convenience store floor area, a discount of 50% shall be applied to one automotive fuel dispensing position. All other dispensing positions shall be charged the normal rate.
- (2) Refer to note 6 (page 6) under Table 1.
- (3) If any ATM is new to an institution, the rate is also 260 trips/ATM.
- (4) Refer to note 6 (page 6) under Table 1.

APPEAL PROCESS

The trip generation rates in this manual may be appealed if the proposed project is unique and does not conform to the land uses in the City's *Trip Generation Manual*. A trip generation study of similar sites must be conducted by a registered traffic engineer. The study method must be approved in advance by the City before the study may be conducted.

Prior to conducting a trip generation study, the consultant must meet with the City's Transportation Development Section of the Development Services Department to discuss the appeal. The purpose of the meeting is to decide if it is appropriate to have a separate trip rate for the particular land use in question, and if so, how the trip generation study is to be conducted. The methodology must be approved by the Transportation Development Section in advance of the trip generation study.

A study of several sites is typically required for the trip generation study. Typically four study sites are desired. All study sites and procedures must be approved by the Transportation Development Section in advance. The studies will require a twenty-four-hour machine count at each driveway site for a minimum of two days. Additional days, or specific days of the week, may be required depending on the land use being studied.

Once the sites and the procedures have been approved, the data collection may begin. The completed field count data would then be submitted to the Transportation Development Section with a summary of the proposed trip generation rate for the studied land use. This data should be supplemented with an explanation of why the proposed trip generation rate should be used instead of the City's trip generation rate.

The Senior Traffic Engineer of the Transportation Development Section will review and comment on the trip generation study. If approved, the consultant may use the new trip generation rate for the traffic study of the project with unique character. The Transportation Development Section will inform the Facilities Financing Section and the Transportation Planning Division when a new rate is approved for the studied land use.

APPENDICES

- A. DEFINITIONS AND GENERAL TERMS**
- B. PHYSICAL LAND USE PARAMETERS**
- C. DEFINITION OF LAND USE CATEGORIES
FOR TRIP GENERATION PURPOSES**
- D. CITY'S LAND USE ZONES**

APPENDIX A

DEFINITIONS AND GENERAL TERMS

DEFINITIONS AND GENERAL TERMS

ADT (Average Daily Traffic)

Two-direction, 24-hour total count of vehicles crossing a line on an average weekday. Unusual seasonal variations must be specified, or else the typical annual conditions are assumed.

AWDT (Average Weekday Traffic)

Same as ADT.

CBD

Central Business District.

Centre City

The area bounded by Laurel Street to the north, Interstate 5 to the east, Commercial Street to the south, and the San Diego Bay to the west.

Cumulative Trips

New vehicle trips added to a community. Cumulative trips are driveway trips minus pass-by trips.

Diverted Trip

A trip that is deviated from a roadway within the vicinity of the generator to access a site. The roadway from which the trip is diverted could include streets or freeways that are adjacent to the generator, but without direct access to the generator.

Driveway Trips

The total number of trips that are generated by a site. The sum of cumulative trips plus the pass-by trips.

Pass-By Trip

A trip that is deviated from the roadway to a site for a stop-over to sites such as retail establishments, banks, restaurants, service stations, etc. A trip made to a site from traffic already "passing by" that site on an adjacent street that contains direct access to the generator. These are existing vehicle trips in a community.

Peak Hour

The one hour of the day that has the highest number of trip ends, for a site. The one hour of the day that has the highest traffic volume counts, for a roadway segment or an intersection.

Primary (or Unlinked) Trips

Trips that go directly between the primary purposes of home, work, and school. Also, a linked trip that goes from a primary purpose to a single destination and back again to the same primary point, is considered two primary unlinked trips.

Secondary (or Linked) Trips

The remaining trips, which have one or more stops along the way to a primary destination.

Trip-end

A one-direction vehicle movement.

Trip Generation Rate

The number of vehicular movements for a land use category within a 24-hour period. This is expressed as the number of trip-ends per unit of physical land use parameter.

Urbanized Area

As applied to single dwelling units, includes the areas designated "urbanized" on the latest edition of the City's General Plan and Progress Guide map.

Urbanizing Area

As applied to single dwelling units, includes all "Future Urbanizing" areas, all "Planned Urbanizing Communities," and some of the "Urbanized Communities."

APPENDIX B

PHYSICAL LAND USE PARAMETERS

PHYSICAL LAND USE PARAMETERS

Independent variables are physical and predictable land use parameters by which the sites (traffic generators) or their functions may be measured.

Acre

A unit of land area measurement equal to 43,560 square feet or 1/640th of a square mile. In relation to site area, all developable land area, including parking lots are included, but not unusable land area (such as an open space easement or canyon). Often designated "gross acre" or "gross acre (usable)."

Attendee

A person attending a sporting or other event.

Average Daily Flight

The number of takeoffs or landings of aircrafts at an airport on an average weekday.

Bed

Used to indicate the maximum number of patients at a hospital or convalescent facility.

Berth

A physical mooring place for a boat at a marina.

Civilian Employee

A non-military worker whose place of employment is a military base.

Dwelling Unit

A living facility that may be a single dwelling unit, an apartment, or a mobile home. Sometimes abbreviated as "DU." For example, a duplex would be counted as two DUs.

Employee

A person who works at a commercial or industrial facility.

Gross Floor Area

The total floor area (including areas that are not leased) of an establishment. The typical unit of measurement is 1,000 square feet of gross floor area, sometimes abbreviated as "1,000 GFA," and excludes parking floor area.

Gross Leasable Area

The total floor area designed for tenant occupancy upon which rent is collected. The typical unit of measurement is 1,000 square feet of gross leasable area, sometimes abbreviated as "1,000 GLA," and excludes parking floor area.

Military Personnel

A member of the armed forces assigned to work or train at a military base.

Room

One living-quarter at a hotel or motel. A suite of several rooms would be classified as one room.

Seat

A chair, stool, or bench (a bench could be multiple seats) provided for the use of a patron at a restaurant, or a viewer at a movie theater.

Shore

Shoreline land immediately adjacent to a lake or ocean. The typical unit of measurement is 1,000 feet of shoreline, sometimes abbreviated as "1,000 feet Shore."

Student

A person enrolled (full or part-time) at an educational facility.

Vehicle Fueling Space

The number of spaces that can accommodate vehicles to take fuel at a given time.

APPENDIX C

DEFINITION OF LAND USE CATEGORIES FOR TRIP GENERATION PURPOSES

DEFINITION OF LAND USE CATEGORIES FOR TRIP GENERATION PURPOSES

AGRICULTURE/OPEN SPACE

A tract of land used for producing crops or raising livestock, and in varying degrees, the preparation of these products for human use. "Open Space" refers to a tract of land specifically designated as an open space zone and used to protect open space for natural resources preservation, park and recreation use, or scenic enjoyment.

AUTO-SERVING COMMERCIAL

GASOLINE SERVICE STATION

A gasoline service station is a freestanding commercial establishment designed primarily for the sale of gasoline to the motoring public. Maintenance and repair work may also be done, as well as the sale of auto-related accessories.

CAR DEALER

A car dealer is a freestanding structure normally with open or shed-like parking lot designed for the sale of new and used cars and trucks. Car dealers also provide maintenance service and the sale of automobile accessories.

CAR WASH (Full Service)

A car wash is a freestanding building, which houses equipment for washing vehicles. It also has an area for drying off vehicles after they are washed.

AIRPORT

GENERAL AVIATION

A general aviation airport is designed primarily for the use of small private and corporate aircraft, and not for regularly scheduled commercial passenger service. A general aviation airport is usually characterized by short runways, few or no terminal facilities, and many small planes.

COMMERCIAL - RETAIL

CONVENIENCE MARKET

A convenience market is usually a small, freestanding establishment selling food items, beverages and other sundry items. Sales are typically of small quantities. Convenience markets have largely supplanted the neighborhood corner store, particularly in suburban areas. Convenience markets with more than four vehicle-fueling spaces will be considered as gasoline stations with food mart.

FURNITURE STORE

A retail establishment displaying and selling residential furniture items, typically having a small staff in relation to total square feet.

HOME IMPROVEMENT STORE

A retail establishment selling home improvement and related supplies in one location.

LUMBER STORE

A retail establishment selling lumber, home improvement and related supplies in one location.

NURSERY

A nursery is a place where plants and flowers are grown for sale.

SHOPPING CENTER

A shopping center is a conglomerate of individual businesses designed for the retail sale of a large spectrum of products ranging from clothing to jewelry, art, etc. Shopping centers normally contain specialty shops, eating establishments, and department stores. Some services such as travel agencies, insurance offices, beauty salons, etc. may also be located in a shopping center. All stores normally have a common parking area.

NEIGHBORHOOD SHOPPING CENTER

A neighborhood shopping center typically has a gross leasable floor area of 30,000 square feet or more, located on at least four or more acres. The principal retail outlet may be a supermarket supported by a drugstore and/or some other smaller retail store(s). The trading radius is usually less than three miles and serves a population of roughly 5,000-10,000 people.

COMMUNITY SHOPPING CENTER

A community shopping center typically has a gross leasable floor area of 100,000 square feet or more, located on 10 or more acres. The leading retail outlets are usually a discount store (i.e., Wal-Mart, Kmart, T J Maxx, Ross, and Home Depot), and may also include a grocery store or drugstore. The trading radius can be three miles or more and serve a population area of about 25,000 people.

REGIONAL SHOPPING CENTER

A regional shopping center typically has a gross leasable floor area of 300,000 square feet or more. The center is usually under one management which has a regional service area and two or more major department stores, supported by a number of specialty retail stores.

SPECIALTY RETAIL CENTER/STRIP COMMERCIAL

A freestanding retail store is a single building with separate parking where merchandise is sold to the end user, usually in small quantities. Minor auxiliary services that are independently owned and operated from the major store can be a part of the retail facility. Freestanding retail stores may be of any size but usually are a function of the merchandise sold, and the locality. In general, as the gross floor area approaches 100,000 square feet, the stores lose their "freestanding" character and become part of a shopping center. The number of employees in freestanding retail stores is a function of the sales volume and land acreage and depends on the

store type, size, and attractiveness to the consumer. Supermarkets, convenience stores, discount stores, lumber stores and furniture stores are typically not included in this category (as they are treated individually for trip generation).

SUPERMARKET

A supermarket is a freestanding, self-service store, which sells food, beverages, and household items.

EDUCATION

UNIVERSITY

A university is a major educational facility that grants bachelor degrees with a four-year curriculum. Universities are normally located on a park-like campus consisting of many buildings. They may be state-supported or privately run.

COMMUNITY COLLEGE

A college that grants associate degrees in a two-year curriculum, and is usually state-supported.

HIGH SCHOOL

A high school is a secondary school with a three or four-year curriculum. A high school is usually located on a campus-like setting with associated sports facilities.

JUNIOR HIGH SCHOOL (MIDDLE SCHOOL)

Junior high schools are secondary schools designed to educate a group of children in grades, which are intermediate--between grade school and high school. Junior high schools are normally freestanding and include athletic fields.

ELEMENTARY SCHOOL (GRADE SCHOOL)

An elementary school is a school normally serving grades kindergarten through six. An elementary school is usually an isolated building with an associated playground.

DAY CARE CENTER

A day care center is a place where preschool children are cared for during the workday.

FINANCIAL INSTITUTIONS

BANK OR CREDIT UNION (EXCLUDING DRIVE-THROUGH LANES)

A bank or credit union is a freestanding structure for the custody, loan, exchange or issues of money or credit. Trips for drive-through facilities should be generated separately and added to the lobby totals.

BANK OR CREDIT UNION (DRIVE-THROUGH LANES ONLY)

A bank or credit union that provides its services only through drive-through lanes. Such facility should be clearly labeled a "drive-through bank" for trip generation purposes. Trips for drive-through tellers should be generated separately, even if adjoining a bank lobby.

HOSPITAL

HOSPITAL

A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency room medical treatment is usually provided.

CONVALESCENT HOSPITAL

Convalescent hospitals are freestanding institutions designed to provide medical care for patients with long-term illnesses. Normally such hospitals do not provide emergency room medical treatment.

HOUSE OF WORSHIP

A house of worship such as a church or synagogue may include a school, a day-care center, meeting rooms, a ministerial residence, and various other activities.

INDUSTRIAL

BUSINESS PARK

A grouping of industrial or office units, which may include local serving commercial facilities.

SMALL INDUSTRIAL FACILITY

A plant (or group of plants) of under 100,000 square feet, situated on a lot of less than eight gross acres. Small industrial facilities may be located in an industrial park or light industrial area. Small amount of local serving commercial is included.

LARGE INDUSTRIAL FACILITY

An individual plant of at least 100,000 square feet, usually situated on a lot of over eight gross acres. Large industrial facilities may be located throughout the community. Small amount of local serving commercial is included.

MANUFACTURING/ASSEMBLY SITES

Sites devoted to conversion of raw materials or semi-finished parts to large finished products, using high-tech machineries.

RENTAL SELF-STORAGE FACILITY

A warehouse establishment, which rents small storage vaults, often termed "mini storage."

SCIENTIFIC RESEARCH AND DEVELOPMENT

A scientific research and development facility is a single-tenant facility devoted to the discovery and development of new products (or the improvement of an existing product). The number of employees is usually low when compared to other industries. Typical zoning is SR with a minimum lot size of one acre.

TRUCK STOP

A large truck service establishment that sells diesel fuel, and may have repair facility, restaurant, and overnight accommodations.

WAREHOUSE

A warehouse is an industrial use designed solely for the storage and/or transfer of goods. Warehouses are normally large unpartitioned buildings. Multiple truck loading docks and rail access are common.

LIBRARY

A library is a freestanding structure in which books, manuscripts, musical scores, or other literary/artistic materials are kept for loan (but not for sale).

LODGING

HOTEL/MOTEL

This category is defined as a commercial land use establishment offering lodging to tourists, business people or highway travelers, and may also have facilities for formal meetings. Often restaurants and specialty shops are available on site to patrons and the general public.

RESORT HOTEL

Larger hotels with many amenities and recreational opportunities within the hotel site or walking distance.

MILITARY BASE

A military base is a national defense installation owned by the federal government where personnel of the United States armed forces, as well as civilians, are assigned. A military base is almost always completely isolated by fences with only a few access points that control traffic entering the facility.

OFFICE

COMMERCIAL OFFICE

A commercial office building houses one or more tenants. The affairs of commercial organizations are conducted in the building. In unusual circumstances, two buildings whose gross floor areas jointly totals well over 100,000 gross square feet may be considered large commercial office buildings, subject to meeting certain requirements. These include (but are not necessarily limited to) joint ownership and/or management of the two buildings, and the provision of needed services in one or both buildings (including a cafeteria, showers, bank or savings and loan, post office substation, or exercise facilities), which are available to tenants of both buildings.

CORPORATE HEADQUARTERS/SINGLE TENANT OFFICE

Headquarter or administrative office of a firm engaged in management and administration of the firm.

DEPARTMENT OF MOTOR VEHICLES (DMV)

A DMV office administers examinations and collects fees for driver's licenses and vehicular registration licenses.

GOVERNMENTAL OFFICE

A building that houses the offices and personnel of governmental agencies. Governmental offices may be grouped in a series of buildings within the central area, as a city or state complex, or may be in an isolated building such as a Federal building.

MEDICAL OFFICE

A building where the businesses and practices relative to the restoration or preservation of health are carried out. A medical office building is usually a centrally located complex of medical offices that serve a wide range of medical needs. Associated uses may include pharmacies and optical services.

POST OFFICE

Part of the U.S. Postal Service, a post office sells stamps, postal supplies, leases post office boxes, and serves as the central office for letter carriers who take mail and deliver it to residences and businesses.

RECREATION

BOWLING CENTER

A bowling center is a freestanding recreational facility that features bowling lanes. It may include amenities such as a bar, restaurant, and a retail bowling equipment store within the building.

GOLF COURSE

Golf courses are those areas of wilderness, fairways and greens devoted to the game of golf. Normally, golf courses provide for 18 holes; however, courses of other lengths are available.

MARINA

A marina is a commercial facility available to boating enthusiasts, which provides such services as boat storage and launching, gasoline, oil, fishing equipment, and bait.

MOVIE THEATER

A freestanding structure for showing motion pictures that can include one or more movie screens.

BEACH, OCEAN, OR BAY

These parks are recreation facilities provided for sunbathing and relaxation adjacent to an ocean or bay, and may include picnic facilities and children's play equipment.

PARK (UNDEVELOPED)

Undeveloped parks are those parcels of land dedicated to passive recreation purposes. Most have picnic tables, grass, sidewalks, and swings or slides for small children, but do not include tennis courts, ball fields, or other participant sports facilities.

PARK (DEVELOPED)

Developed parks are those parks that provide a variety of recreation facilities. Such parks provide swings, slides, etc., as well as facilities and fields for participant sports (baseball, softball, tennis, swimming, soccer, football, etc.).

RACQUETBALL/TENNIS/HEALTH CLUB

A health club is a specialized recreation facility featuring racquetball, tennis, exercising equipment or swimming, though seldom are all of those facilities offered in the same establishment.

ZOO AND SEA LIFE PARK

Zoo and sea life park are a combination of wilderness areas and freestanding facilities designed to house animals, which are alien to the environment in which the animal attraction is located. Most modern facilities also provide fenced areas to maintain animals suitable for children, between the ages of four and twelve, to physically touch and play with. Other animal attractions include aquariums, aviaries, and natural wildlife areas. Examples are Sea World and the San Diego Zoo.

SPORTS FACILITIES

A spectator sport facility is a recreational land use where people gather to watch a team sport or other attraction that takes place at that facility. Spectator sports are normally held in specially designed stadiums with large parking facilities. Traffic volumes before and after completion of events can cause severe local congestion. Examples are the San Diego Qualcomm Stadium, the Sports Arena, and the Del Mar Race Track.

RESIDENTIAL

CONGREGATE CARE FACILITY

A congregate care facility typically consists of one or more multi-unit buildings designed for elderly living.

ESTATE HOUSING

A single dwelling unit on an individual lot of 1 acre or more.

MOBILE HOME

Mobile home is usually consisting of trailers, which are installed on permanent foundations.

MULTIPLE DWELLING UNIT (UNDER 20 DWELLING UNITS/ACRE)

A multiple dwelling unit, which includes townhouse apartments, or isolated clusters of two to four apartments. All multiple dwelling units with less than 20 units per acre are included in this category.

MULTIPLE DWELLING UNIT (20 DWELLING UNITS OR MORE/ACRE)

A multiple dwelling unit/apartment is a dwelling unit located within the same physical structure, and has at least four other dwelling units on a common lot. These units, on the average, have a smaller floor area than single-family homes. They may have an individual exterior entry, as in "townhouses," or a common entry as in "flats." Residents usually have a smaller family size thereby reducing trips made per unit. This category only applies to high-density units more than 20 DUs/acre.

RETIREMENT/SENIOR CITIZEN HOUSING

A retirement community is a housing development occupied almost exclusively by retired people. Retirement communities may resemble single dwelling unit or multiple dwelling developments. Occupants are of retirement age and make very few work trips.

SINGLE DWELLING UNIT

A single dwelling unit is a detached home on an individual lot. A parcel with more than one home structurally attached is excluded from this category. Single dwelling homes are generally owned by the occupant, although they may be rented. Covered garages are frequent. Family size, age of occupants, and transit accessibility differ for urbanized and urbanizing areas, resulting in a different treatment for trip generation.

RESTAURANT

FAST FOOD

A fast-food restaurant is one where a high percentage of the meals are for the carry-out or take-home patrons. The restaurant may also have a seating area. The food is usually precooked, possibly wrapped and often sitting under heat lamps ready for quick service to the customer. Examples are Jack-in-the-Box, McDonald's, and Taco Bell.

QUALITY (LOW TURNOVER)

A quality restaurant is an eating establishment with low turnover rates of generally one hour or longer. All meals are served to customers who are seated at tables or booths. Examples are Mister A's, The Marine Room, and Black Angus.

SIT-DOWN (HIGH TURNOVER)

Sit-down restaurants usually serve meals at tables, although the customers may go through a line to pick up the meal. A turnover of less than one hour is typical. An entire meal is usually ordered, as opposed to only a beverage. Many small ethnic restaurants fit in this category. Examples are Love's Barbecue, Filippi's Pizza Grotto, and Denny's Restaurant.

APPENDIX D

**CITY'S LAND USE ZONES
FOR COMPLETE LISTINGS OF LAND USE REGULATIONS
PLEASE REFER TO LAND DEVELOPMENT CODE**

CITY'S LAND USE ZONES

The following is a brief outline of the uses and regulations within the various zones in the City of San Diego, listed in the general order of least intensive to most intensive. Overlay Zones are listed following the base zones.

Notes:

- Italicized words are defined in Chapter 11, Article 3, Division 1 of the Land Development Code.
- FAR, referenced in various sections below, is an abbreviation for "floor area ratio". Chapter 11, Article 3, Division 2 of the Land Development Code details how to calculate FAR.
- Parking regulations are determined by use and are located within Chapter 14, Article 2, Division 5 of the Land Development Code.

OPEN SPACE ZONES

The purpose of the Open Space Zones is to protect lands for outdoor recreation, education, and scenic and visual enjoyment; to control urban form and design; and to facilitate the preservation of environmentally sensitive lands. Included within these zones are the OP (Open Space--Park); OC (Open Space--Conservation); OR (Open Space--Residential, and; the OF (Open Space--Flood plain) Zones. It is intended that these zones be applied to lands where the primary uses are parks or open space or to private land where development must be limited to implement open space policies of adopted land use plans or applicable federal and state regulations and to protect the public health, safety, and welfare. See Chapter 13, Article 1, Division 2 of the Land Development Code for specific land use and development regulations.

AGRICULTURAL ZONES

The purpose of the Agricultural Zones is to provide for areas that are rural in character or areas where agricultural uses are currently desirable. The Agricultural Zones are intended to accommodate a wide range of agriculture and agriculture-related uses as well as single dwelling units. Included within the agricultural zones are the: AG (Agricultural--General) Zones which permit all types of agricultural uses and some minor agricultural sales on a long-term basis with a minimum of 5- to 10-acre lots; and the AR (Agricultural--Residential) Zones which accommodate a wide range of agricultural uses while also permitting the development of single dwelling unit homes at a very low density on 1 to 5-acre lots. See Chapter 13, Article 1, Division 3 of the Land Development Code for specific land use and development regulations.

RESIDENTIAL ZONES

The purpose of the residential zones is to provide for areas of residential development at various specified densities throughout the city. The residential zones are intended to accommodate a variety of housing types and to encourage the provision of housing for all residents of San Diego. It is also intended that the residential zones reflect desired development patterns in existing neighborhoods while accommodating the need for future growth. See Chapter 13, Article 1, Division 4 of the Land Development Code for specific land use and development regulations.

RE (RESIDENTIAL--ESTATE) ZONES

The purpose of the RE zones is to provide for single dwelling units on large lots with some accessory agricultural uses. It is intended that this zone be applied to areas that are rural in character, where the retention of low density residential development is desired.

Zone	Minimum Lot Area	Maximum FAR
RE-1-1	10 Acres	0.10
RE-1-2	5 Acres	0.20
RE-1-3	1 Acre	0.35

RS (RESIDENTIAL--SINGLE UNIT) ZONES

The purpose of the RS zones is to provide appropriate regulations for the development of single dwelling units that accommodate a variety of lot sizes and residential dwelling types and which promote neighborhood quality, character, and livability. It is intended that these zones provide for flexibility in development regulations that allow reasonable use of property while minimizing adverse impacts to adjacent properties.

The RS zones are differentiated based on the minimum lot size and whether the premises is located in an urbanized community or a planned or future urbanizing community, as identified on the Progress Guide and General Plan Phased Development Areas Map (page 35 of the Progress Guide and General Plan).

Urbanized Communities

Zone	Minimum Lot Area	Maximum FAR
RS-1-1	40,000 square-feet	0.45
RS-1-2	20,000 square-feet	varies ⁽¹⁾
RS-1-3	15,000 square-feet	varies ⁽¹⁾
RS-1-4	10,000 square-feet	varies ⁽¹⁾
RS-1-5	8,000 square-feet	varies ⁽¹⁾
RS-1-6	6,000 square-feet	varies ⁽¹⁾
RS-1-7	5,000 square-feet	varies ⁽¹⁾

(1) See Section 131.0446(a) of the Land Development Code for more information.

Planned or Future Urbanizing Communities

Zone	Minimum Lot Area	Maximum FAR
RS-1-8	40,000 square-feet	0.45
RS-1-9	20,000 square-feet	0.60
RS-1-10	15,000 square-feet	0.60
RS-1-11	10,000 square-feet	0.60
RS-1-12	8,000 square-feet	0.60
RS-1-13	6,000 square-feet	0.60
RS-1-14	5,000 square-feet	0.60

RX (RESIDENTIAL--SMALL LOT) ZONES

The purpose of the RX zones is to provide for both attached and detached single dwelling units on smaller lots than are required in the RS zones. It is intended that these zones provide an alternative to multiple dwelling unit developments where single dwelling unit developments could be developed at similar densities. The RX zone provides for a wide variety of residential development patterns. The RX zones are differentiated based on the minimum lot size.

Zone	Minimum Lot Area	Maximum FAR
RX-1-1	4,000 square-feet	0.70
RX-1-2	3,000 square-feet	0.80

(RESIDENTIAL--TOWNHOUSE) ZONES

The purpose of the RT zones is to provide for attached, single-dwelling unit residential development on small lots with alley access. It is intended that these zones provide for more urbanized, single-unit living at densities that are historically more typical of multiple-unit zones. The RT zones provide transition opportunities between single-unit neighborhoods and higher density multiple-unit neighborhoods and in some instances may replace multiple-unit zones at similar densities. The RT zones are intended to be applied on subdivided blocks with alleys that are within or close to highly urbanized areas, transit areas, and redevelopment areas. The RT zones are differentiated based on the minimum lot size.

Zone	Minimum Lot Area	Maximum FAR
RT-1-1	3,500 square-feet	0.85 (1) / 1.20 ⁽²⁾
RT-1-2	3,000 square-feet	0.95 (1) / 1.30 ⁽²⁾
RT-1-3	2,500 square-feet	1.00 (1) / 1.40 ⁽²⁾
RT-1-4	2,200 square-feet	1.10 (1) / 1.50 ⁽²⁾

(1) One and two story buildings.

(2) Three story buildings.

RM (RESIDENTIAL--MULTIPLE UNIT) ZONES

The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM zones individually accommodate developments with similar densities and characteristics. Each of the RM zones is intended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.

The following zones permit lower density multiple dwelling units with some characteristics of single dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-1-1	6,000 square-feet	0.75
RM-1-2	6,000 square-feet	0.90 ⁽¹⁾
RM-1-3	6,000 square-feet	1.05 ⁽¹⁾

(1) See Section 131.0446(e) of the Land Development Code for specific regulations.

The following zones permit medium density multiple dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-2-4	6,000 square-feet	1.20 ^{(1) (2)}
RM-2-5	6,000 square-feet	1.35 ⁽¹⁾
RM-2-6	6,000 square-feet	1.50 ⁽¹⁾

(1) See Section 131.0446(e) of the Land Development Code for specific regulations.

(2) Within the Peninsula and Ocean Beach community plan area, the maximum floor area ratio is 0.70.

The following zones permit medium density multiple dwelling units with limited commercial uses:

Zone	Minimum Lot Area	Maximum FAR
RM-3-7	7,000 square-feet	1.80 ⁽¹⁾
RM-3-8	7,000 square-feet	1.25 ⁽¹⁾
RM-3-9	7,000 square-feet	2.70 ⁽¹⁾

(1) See Section 131.0446(f) of the Land Development Code for specific regulations.

The following zones permit urbanized, high density multiple dwelling units with limited commercial uses:

Zone	Minimum Lot Area	Maximum FAR
RM-4-10	7,000 square-feet	3.60 ⁽¹⁾
RM-4-11	7,000 square-feet	7.20 ⁽¹⁾

(1) See Section 131.0446(f) of the Land Development Code for specific regulations.

The RM-5-12 permits visitor accommodations or medium density multiple dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-5-12	10,000 square-feet	1.80 ⁽¹⁾⁽²⁾

- (1) See Section 131.0446(f) of the Land Development Code for specific regulations.
- (2) See Section 131.0446(g) of the Land Development Code for specific regulations.

COMMERCIAL ZONES

The purpose of the commercial zones is to provide for the employment, shopping, services, recreation, and lodging needs of the residents of and visitors to the City. The intent of the commercial zones is to provide distinct regulations for size, intensity, and design to reflect the variety of the desired development patterns within San Diego's communities. See Chapter 13, Article 1, Division 5 of the Land Development Code for specific land use and development regulations.

CN (COMMERCIAL--NEIGHBORHOOD) ZONES

The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. The zones in this category may include residential development. Property within the CN zones will be primarily located along local and selected collector streets. The CN zones are differentiated based on the permitted lot size and pedestrian orientation as follows: the CN-1-1 allows development of a limited size with a pedestrian orientation; the CN-1-2 allows development with an auto orientation, and; the CN-1-3 allows development with a pedestrian orientation.

CR (COMMERCIAL--REGIONAL) ZONES

The purpose of the CR zones is to provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity developments. Property within these zones will be primarily located along major streets, primary arterials, and major public transportation lines.

The CR zones are designed for auto-oriented development and are differentiated based on the uses allowed as follows: the CR-1-1 allows a mix of regional serving commercial uses and residential uses, with an auto orientation, and; the CR-2-1 allows regional serving commercial and limited industrial uses with an auto orientation but no residential use.

CO (COMMERCIAL--OFFICE) ZONES

The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and medium to high density residential development. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable. The CO zones are differentiated based on the uses allowed as follows: the CO-1-1 allows a mix of office and residential uses with a neighborhood scale and orientation, and; the CO-1-2 allows a mix of office and residential uses that serve as an employment center.

CV (COMMERCIAL--VISITOR) ZONES

The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions. The CV zones are differentiated based on development size and orientation as follows: the CV-1-1 allows a mix of large-scale, visitor-serving uses and residential uses, and; the CV-1-2 allows a mix of visitor-serving uses and residential uses with a pedestrian orientation.

CP (COMMUNITY--PARKING) ZONE

The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.

CC (COMMERCIAL--COMMUNITY) ZONES

The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. Some of the CC zones may include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines.

INDUSTRIAL ZONES

The purpose of the industrial zones is to accommodate a range of industrial and manufacturing activities in designated areas to promote a balanced land use and economy and to encourage employment growth. The industrial zones are intended to provide flexibility in the design of new and redeveloped industrial projects while assuring high quality development and to protect land for industrial uses and limit nonindustrial uses. Included within these zones are the: IP (Industrial--Park) Zones that permit research and development uses with some limited manufacturing as well as a mix of light industrial and office uses; IL (Industrial---Light) Zones

that allow light industrial uses, a mix of light industrial and office uses with limited commercial uses; IH (Industrial-Heavy) Zones manufacturing uses, and; the IS (Industrial-Small Lot) Zone that provides for small-scale industrial activities within urbanized areas. See Chapter 13, Article 1; Division 6 of the Land Development Code for specific land use and development regulations.

PLANNED DISTRICT ORDINANCES (PDOs)

A number of communities throughout the City are regulated through Planned Districts, which contain unique regulations pertaining to uses and development. Communities that are regulated by PDOs include: Old Town San Diego, La Jolla Shores, Gas Lamp Quarter (5th Avenue south of Broadway), Mission Beach, Carmel Valley, Golden Hill, Barrio Logan, Mt. Hope, Otay Mesa, La Jolla, West Lewis, Cass Street, Mid-City Communities (East San Diego/City Heights/Normal Heights/North Park), Southeastern San Diego, Centre City, Marina, Mission Valley and San Ysidro. These regulations are in Chapter 10 of the City of San Diego's Municipal Code.

OVERLAY ZONES

The purpose of overlay zones is to provide supplemental regulations that have been tailored to specific geographic areas of the City. Overlay zones are applied in conjunction with a base zone and modify or add to the regulations of the base zone to address specific issues such as development adjacent to airports, special height or parking requirements, or supplemental processing requirements. The regulations are included in Chapter 13, Division 2 through 14.

AIRPORT APPROACH OVERLAY ZONE

Applied as supplemental regulations in the vicinity of San Diego International Airport, Lindbergh Field to ensure: that applicable regulations of the Federal Aviation Agency and the California Department of Transportation are implemented; that the San Diego Unified Port District is provided the opportunity to participate in the process, and; that vertical buffers are provided.

AIRPORT ENVIRONS OVERLAY ZONE

Applied as supplemental regulations for property surrounding Brown Field, Montgomery Field, and Naval Air Station Miramar to ensure that land uses are compatible with the operation of airports by implementing the Comprehensive Land Use Plans for each airport and to inform property owners of the noise impacts and safety hazards associated with their property's proximity to airport operations.

COASTAL OVERLAY ZONE

The purpose of the Coastal Overlay Zone is to protect and enhance the quality of public access and coastal resources.

COASTAL HEIGHT LIMIT OVERLAY ZONE

Applied as supplemental regulations to provide a height limit for specific coastal areas as enacted by the voters of the City of San Diego.

SENSITIVE COASTAL OVERLAY ZONE

The purpose of the Sensitive Coastal Overlay Zone is to help protect and enhance the quality of sensitive coastal bluffs, coastal beaches, and wetlands.

MOBILEHOME PARK OVERLAY ZONE

The purpose of the Mobilehome Park Overlay Zone is to preserve existing mobilehome park sites, consistent with the City's goal of accommodating alternative housing types, and to provide supplemental regulations for the discontinuance of mobilehome parks and the relocation of the mobilehome park tenants.

PARKING IMPACT OVERLAY ZONE

The purpose of the Parking Impact Overlay Zone is to provide supplemental parking regulations for specified coastal, beach, and campus areas that have parking impacts. The intent of this overlay zone is to identify areas of high parking demand and increase the off-street parking requirements accordingly.

RESIDENTIAL TANDEM PARKING OVERLAY ZONE

The purpose of the Residential Tandem Parking Overlay Zone is to identify the conditions under which tandem parking may be counted as two parking spaces in the calculation of required parking.

TRANSIT AREA OVERLAY ZONE

The purpose of the Transit Area Overlay Zone is to provide supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly.

URBAN VILLAGE OVERLAY ZONE

The purpose of the Urban Village Overlay Zone is to provide regulations that will allow for greater variety of uses, flexibility in site planning and development regulations, and intensity of land use than is generally permitted in other Citywide zones. The intent of these regulations is to create a mix of land uses in a compact pattern that will reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods. Urban villages are characterized by interconnected streets, building entries along the street, and architectural features and outdoor activities that encourage pedestrian activity and transit accessibility. The regulations of this division are intended to be used in conjunction with the Transit-Oriented Development Design Guidelines of the Land Development Manual and the applicable land use plan.

MISSION TRAILS DESIGN DISTRICT OVERLAY ZONE

The purpose of the Mission Trails Design District is to provide supplemental development regulations for property surrounding Mission Trails Regional Park. The intent of these regulations is to ensure that development along the edges of Mission Trails Regional Park enhances the park's natural qualities and promotes the aesthetic and functional quality of park/urbanization relationships, while recognizing the right to reasonable development within the Design District.

CLAIREMONT MESA HEIGHT LIMIT OVERLAY ZONE

The purpose of the Clairemont Mesa Height Limit Overlay Zone is to provide supplemental height regulations for western Clairemont Mesa. The intent of these regulations is to ensure that the existing low profile development in Clairemont Mesa will be maintained and that public views from western Clairemont Mesa to Mission Bay and the Pacific Ocean are protected.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The purpose of the Community Plan Implementation Overlay Zone is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process.

ACKNOWLEDGMENTS

The following City of San Diego staff members have contributed to the preparation of this manual:

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(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION

APRIL 2002



NOTE: This listing only represents a guide of average, or estimated, traffic generation "driveaway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. Always check with local jurisdictions for their preferred or applicable rates.

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED-PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)*
AGRICULTURE (Open Space)	[60:18:2]	2/acre**			10.8
AIRPORT	[78:20:2]				12.5
Commercial General Aviation Heliports		60/acre, 100/flight, 70/1000 sq. ft.*** 6/acre, 2/flight, 6/based aircraft*** 100/acre**	5% (6:4) 9% (7:3)	6% (5:5) 15% (5:5)	
AUTOMOBILE*					
Car Wash					
Automatic Self-serve		900/site, 600/acre** 100/wash stall**	4% (5:5) 4% (5:5)	9% (5:5) 8% (5:5)	2.6
Gasoline	[21:51:28]				
with Food Mart		160/vehicle fueling space**	7% (5:5)	8% (5:5)	
with Food Mart & Car Wash		155/vehicle fueling space**	6% (5:5)	9% (5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7% (5:5)	9% (5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall***	5% (7:3)	8% (4:4)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	6% (7:3)	11% (4:4)	
Auto Parts Sales		60/1000 sq. ft.***	4%	10%	
Quick Lube		40/service stall**	7% (6:4)	10% (5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7% (6:4)	11% (5:5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5% (6:4)	8% (5:5)	5.1
COMMERCIAL/RETAIL*					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., 400/acre*	4% (7:3)	10% (5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., 500/acre*	4% (7:3)	9% (5:5)	5.2
(40-80 acres, 400,000-600,000 sq. ft., w/usually 2+ major stores)					
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre**	4% (6:4)	10% (5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drug store)					
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drug store, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre***	4% (6:4)	10% (5:5)	
Commercial Shops	[45:40:15]				
Specially Retail Strip Commercial		40/1000 sq. ft., 400/acre*	3% (6:4)	9% (5:5)	4.3
Electronics Superstore		50/1000 sq. ft.**		10% (5:5)	
Factory Outlet		40/1000 sq. ft.**	3% (7:3)	9% (5:5)	
Supermarket		150/1000 sq. ft., 2000/acre***	4% (7:3)	10% (5:5)	
Drugstore		90/1000 sq. ft.**	4% (6:4)	10% (5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8% (5:5)	9% (5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9% (5:5)	7% (5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6% (5:5)	7% (5:5)	
Discount Club		60/1000 sq. ft., 600/acre***	1% (7:3)	9% (5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3% (6:4)	8% (5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4% (7:3)	9% (5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7% (6:4)	9% (5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5% (6:4)	8% (5:5)	
Hardware/Paint Store		40/1000 sq. ft., 600/acre**	2% (6:4)	9% (5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3% (6:4)	10% (5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 15/dwelling unit, 200/acre* (residential only)	3% (6:4) 9% (3:7)	9% (5:5) 13% (6:4)	
EDUCATION					
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre**	12% (8:2)	9% (6:4)	9.0
High School	[75:19:4]	1.3/student, 16/1000 sq. ft., 60/acre**	20% (7:3)	10% (4:4)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft., 50/acre**	30% (6:4)	9% (4:4)	5.0
Elementary	[67:25:10]	1.6/student, 14/1000 sq. ft., 90/acre**	32% (6:4)	9% (4:4)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17% (5:5)	18% (5:5)	3.7
FINANCIAL*	[35:42:23]				
Bank (Walk-in only)		150/1000 sq. ft., 1000/acre***	4% (7:3)	6% (4:4)	3.4
with Drive-Through		200/1000 sq. ft., 1800/acre**	8% (6:4)	10% (5:5)	
Drive-Through only		250/125 one-way lane*	3% (5:5)	13% (5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%	6%	
Drive-Through only		100/50 one-way lane**	4%	15%	
HOSPITAL	[73:26:2]				
General		20/bed, 25/1000 sq. ft., 250/acre*	8% (7:3)	10% (4:4)	8.3
Convalescent/Nursing		3/bed**	7% (6:4)	7% (4:4)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre**	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11% (9:1)	12% (2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14% (8:2)	15% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19% (9:3)	20% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7:3)	15% (4:6)	
Storage		2/1000 sq. ft., 0.2/Navit, 30/acre*	6% (5:5)	9% (5:5)	
Science Research & Development		8/1000 sq. ft., 60/acre*	16% (9:1)	14% (1:9)	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, San Luis Rey, Solana Beach, Vista and County of San Diego.
ADVISORY/JAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED:PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles)†
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	
LIBRARY	[14:44:12]	50/1000 sq. ft., 400/acre**	2% (7:3)	10% (5:5)	3.9
LODGING	[58:38:4]				7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6% (5:4)	8% (6:4)	
Motel		9/occupied room, 200/acre*	8% (4:6)	9% (5:4)	
Resort Hotel		8/occupied room, 100/acre*	8% (5:4)	7% (4:6)	
Business Hotel		7/occupied room**	8% (4:6)	9% (5:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9% (9:1)	10% (2:8)	11.2
OFFICE					
Standard Commercial Office	[77:19:4] (less than 100,000 sq. ft.)	20/1000 sq. ft., 300/acre*	14% (9:1)	13% (2:8)	8.8
Large (High-Rise) Commercial Office	[82:16:3] (more than 100,000 sq. ft., 6+ stories)	17/1000 sq. ft., 600/acre*	13% (9:1)	14% (2:8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq. ft., 200/acre**	13% (9:1)	13% (2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15% (9:1)	15% (2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17% (9:1)	16% (1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.,**	9% (9:1)	12% (3:7)	6.0
Post Office					
Central/Walk-In Only		90/1000 sq. ft.,**	5% (5:4)	7% (5:5)	
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6% (5:4)	9% (5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7% (5:5)	10% (5:5)	
Mail Drop Lane only		1500 (150 one-way/lane)*	7% (5:5)	12% (5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6% (5:4)	10% (4:6)	
Medical/Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	8% (8:2)	11% (3:7)	6.4
PARKS	[66:28:6]				5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13% (5:5)	9% (5:5)	
Regional (developed)		20/acre*			
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/sports site**			
State (average 1000 acres)		1/acre, 10/sports site**			
Amusement (Theme)		80/acre, 130/acre (summer only)**		6% (5:4)	
San Diego Zoo		115/acre*			
Sea World		60/acre*			
RECREATION					
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*			6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*			
Bowling Center		30/1000 sq. ft., 300/acre, 30/acre**	7% (7:3)	11% (4:6)	
Campground		4/campsite**	4%	8%	
Golf Course		7/acre, 40/hole, 700/course**	7% (8:2)	9% (3:7)	
Driving Range only		70/acre, 14/tee box*	3% (7:3)	9% (5:5)	
Marinas		4/berth, 20/acre**	3% (3:7)	7% (5:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%	8%	
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4% (6:4)	9% (5:4)	
Tennis Courts		16/acre, 30/court**	8%	11% (5:5)	
Sports Facilities					
Outdoor Stadium		50/acre, 0.2/seat*			
Indoor Arena		30/acre, 0.1/seat*			
Racetrack		40/acre, 0.6/seat*			
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	12%	8% (5:4)	6.1
RESIDENTIAL	[86:11:3]				7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit**	8% (3:7)	10% (7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit**	8% (3:7)	10% (7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit**	8% (2:8)	10% (7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit**	8% (2:8)	9% (7:3)	
Military Housing (off-base, multi-family) (less than 6 DU/acre)		6/dwelling unit	7% (3:7)	9% (5:4)	
Mobile Home (6-20 DU/acre)		6/dwelling unit	7% (3:7)	9% (5:4)	
Family		5/dwelling unit, 40/acre*	8% (3:7)	11% (5:4)	
Adults Only		3/dwelling unit, 20/acre*	9% (3:7)	10% (5:4)	
Retirement Community		4/dwelling unit*	3% (4:6)	7% (5:4)	
Congregate Care Facility		2.5/dwelling unit**	4% (6:4)	8% (5:5)	
RESTAURANT*	[61:37:12]				4.7
Quickly		100/1000 sq. ft., 3/seat, 500/acre**	7% (6:4)	8% (7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre**	8% (5:5)	8% (6:4)	
Fast Food (w/drive-thru)		650/1000 sq. ft., 20/seat, 3000/acre**	7% (5:5)	7% (5:5)	
Fast Food (without drive-thru)		700/1000 sq. ft.**	3% (6:4)	7% (5:5)	
Delicatessen (7am-4pm)		160/1000 sq. ft., 11/seat*	9% (6:4)	3% (3:7)	
TRANSPORTATION					
Bus Depot		25/1000 sq. ft.,**			
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre*	9% (4:6)	8% (5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**			
Transit Station (Light Rail w/parking)		300/acre, 2**/parking space (4/occupied)**	14% (7:3)	19% (3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)**	14% (7:3)	19% (3:7)	

* Primary source: San Diego Traffic Generators.

** Other sources: ITE Trip Generation Report (8th Edition), Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

† Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (San SANDAG Analysis of Trip Diversion, revised November, 1990).

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.

PASS-BY - undiverted or diverted < 1 mile.

† Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

* Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

* Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.980$ }

* Fitted curve equation: $\ln = -2.169 \ln(d) + 12.85$ } \ln = trips/DU, d = density (DU/acre), DU = dwelling unit

* Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data review and other sources):

COMMERCIAL RETAIL	
Regional Shopping Center	20%
Community	30%
Neighborhood	40%
Specialty Retail (US Trip Commercial) (other)	10%
Supermarket	40%
Convenience Market	80%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	10%
RESTAURANT	
Quickly	10%
Sit-down high turnover	20%
Fast Food	40%

† Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

- [1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 7/4 mile.
- [2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).



910 Hampshire Road, Suite V
Westlake Village, California 91361
(805) 367-5720

Exhibit B

Land Use: 948

Automated Car Wash

Description

Automated car washes are facilities that allow for the mechanical cleaning of the exterior of vehicles. Manual cleaning and car detailing services may also be available at these facilities. Self-service car wash (Land Use 947) is a related use.

Additional Data

The sites were surveyed in the 2000s in New Jersey, New York and Washington.

Source Numbers

552, 555, 585, 599

Land Use: 948 Automated Car Wash

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday P.M. Peak Hour of Adjacent Street Traffic	14.12	2	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	14.12	2	1	50% entering, 50% exiting
Wash Stalls				
Saturday Peak Hour of Generator	41	1	1	46% entering, 54% exiting

Exhibit D



San Diego Municipal Code

Land Development Code

Trip Generation Manual

Revised May 2003



Printed on recycled paper

This information, document, or portions thereof, will be made available in alternative formats upon request.

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INTRODUCTION

The *Trip Generation Manual* is a collection of information about vehicular traffic that is generated by different land uses. This information is based on studies made to determine how many vehicles enter and exit a site devoted to a particular land use.

The process for a typical trip generation study includes a selection of several (usually four to seven) sites that can be categorized as having the same land use. Next, data regarding various characteristics of these sites is collected. Data collection varies according to the specifics of the subject land use. The collected data could include several different physical parameters attributed to the subject site such as location, lot size, structure size, number of employees, and other units of interest. Individual sites are isolated and traffic counters are placed at every entrance and exit point of these sites. The traffic counts are taken for a period of up to seven days. The results of these counts are compiled to determine daily and peak hour trip generation rates per the independent variable(s) for the subject use. Depending on the specific land use, the independent variable(s) may be square feet, acre, number of employees, dwelling units, rooms, etc. Additional data include the proportion of trips made in the morning and afternoon peak periods and the proportion of peak trips that entered and exited the sites.

The trip generation rates presented in this manual are the result of trip generation studies made by the City of San Diego, the San Diego Association of Governments (SANDAG), the Institute of Transportation Engineers (ITE), and other qualified sources. Where possible, local data was used. A task force made up of staff from the City of San Diego, SANDAG, and private consultants was created to provide input into the formation of this manual.

This manual includes the following information:

TABLE	
<u>NO.</u>	<u>DESCRIPTION</u>

- | | |
|----------|---|
| 1 | Trip Generation Rate Summary - This table includes rates or formulas for the calculation of driveway and cumulative trip generation rates (see Appendix A for definitions). It also includes percentage of trips for AM and PM peak hours. The proportion of trips entering and exiting the sites during the peak hours are also provided. |
| 2 | Regional Shopping Center - Studies show that the trip generation rate for a Regional Shopping Center depends on its size. However, since this relationship is not discrete, the trip generation rate for a Regional Shopping Center is represented as a logarithmic formula. The formula reflects that the number of trips do not increase proportionally to increases in the size of the Regional Shopping Center. Table 2 includes the calculated driveway and cumulative trip generation for selected sizes of Regional Shopping Centers. |

**TABLE
NO.**

DESCRIPTION

- 3 **Commercial Office** - Similar to Regional Shopping Centers, a logarithmic formula is used to determine the trip generation of office buildings. The formula calculates the trip generation rates that increase at a slower rate than the increase in the size of the Commercial Office. Trip generation for selected sizes of Commercial Offices is presented in this table.
 - 4 **Additional Trip Generation Rates** - The trip generation rates obtained based on limited data for several specific land uses are included in Table 4. In absence of other information available, these rates may be used as a reference for a similar land use elsewhere.
 - 5 **Centre City Cumulative Trip Generation Rates** - The trip generation rates in the Centre City area are generally lower than the rates elsewhere in the city. This is due to higher share of mass transit in mode split, high density of land use, high proportion of "walk" trips, parking availability, and parking costs.
 - 6 **Centre City Trip Generation Look-Up Table** - The logarithmic formulas for Regional Shopping Centers and Commercial Offices in Centre City are calculated for selected sizes.
 - 7 **Facilities Financing** - The trip generation rates for the purpose of fee collection toward financing the required infrastructure are in this table.
- Appeal Process:** The procedure to appeal a particular trip rate is included in the last section.
- Appendices:** General terms, physical land use parameters, definition of land use categories for trip generation purposes, and the City's land use zones are provided in the appendices.
- Other Resources:** Two other useful publications that assist in project traffic impact analysis are: the City's *Traffic Impact Study Manual*, prepared by the Transportation Development Section, Development Services Department; and the City's *Street Design Manual*. Both publications may be obtained from the Records Section of the Development Services Department, 1222 First Avenue, second floor.

TABLE 1

May 2003

TRIP GENERATION RATE SUMMARY (WEEKDAY)

LAND USE	DRIVEWAY ^{(1) (2)}	CUMULATIVE ⁽⁸⁾	PEAK HOUR AND IN/OUT RATIO	
	VEHICLE TRIP RATE	VEHICLE TRIP RATE	AM (IN:OUT)	PM IN:OUT
AGRICULTURE (OPEN SPACE) ⁽³⁾	2 trips/acre	2 trips/acre	--	--
AIRPORT ⁽³⁾				
Commercial	100 trips/flight; 60 trips/acre	100 trips/flight; 60 trips/acre	6% (6:4)	7% (5:5)
General Aviation	2 trips/flight; 6 trips/acre	2 trips/flight; 6 trips/acre	--	--
CEMETERY	5 trips/acre	5 trips/acre	--	--
COMMERCIAL-RETAIL ^{(4) (5)}				
Automobile Services:				
Car Dealer	50 trips/1,000 sq. ft.; 300 trips/acre	45 trips/1,000 sq. ft.; 297 trips/acre	5% (7:3)	8% (4:6)
Carwash:				
Full service	900 trips/site; 600 trips/acre	450 trips/site; 300 trips/acre	4% (5:5)	9% (5:5)
Self-service	100 trips/wash stall	50 trips/wash stall	4% (5:5)	8% (5:5)
Gasoline Stations:				
130 trips/vehicle fueling space; 750 trips/station		26 trips/vehicle fueling space; 150 trips/station	7% (5:5)	11% (5:5)
With food mart	150 trips/vehicle fueling space	30 trips/vehicle fueling space	8% (5:5)	8% (5:5)
With fully automated carwash	135 trips/vehicle fueling space	27 trips/vehicle fueling space	--	--
With food mart & fully automated carwash	155 trips/vehicle fueling space	31 trips/vehicle fueling space	8% (5:5)	8% (5:5)
Parts Sale	62 trips/1,000 sq. ft.	56 trips/1,000 sq. ft.	4% (5:5)	10% (5:5)
Repair Shop	20 trips/1,000 sq. ft.; 20 trips/service stall; 400 trips/acre	18 trips/1,000 sq. ft.; 20 trips/service stall	8% (7:3)	11% (4:6)
Tire Store	25 trips/1,000 sq. ft.; 30 trips/service stall	23 trips/1,000 sq. ft.; 27 trips/service stall	7% (6:4)	11% (5:5)
Convenience Market Chain:				
Open Up to 16 Hours Per Day	500 trips/1,000 sq. ft.	250 trips/1,000 sq. ft.	8% (5:5)	8% (5:5)
Open 24 Hours	700 trips/1,000 sq. ft.	350 trips/1,000 sq. ft.	9% (5:5)	8% (5:5)
Discount Store/Discount Club	70 trips/1,000 sq. ft.	49 trips/1,000 sq. ft.	2% (6:4)	10% (5:5)
Drugstore	90 trips/1,000 sq. ft.	40 trips/1,000 sq. ft.	4% (6:4)	10% (5:5)
Furniture Store	6 trips/1,000 sq. ft.; 100 trips/acre	5.4 trips/1,000 sq. ft.	4% (7:3)	9% (5:5)
Lumber/Home Improvement Store	30 trips/1,000 sq. ft.; 150 trips/acre	27 trips/1,000 sq. ft.; 135 trips/acre	7% (6:4)	9% (5:5)
Nursery	40 trips/1,000 sq. ft.; 90 trips/acre	36 trips/1,000 sq. ft.; 81 trips/acre	3% (6:4)	10% (5:5)
Restaurant:				
Quality	100 trips/1,000 sq. ft.; 3 trips/seal; 500 trips/acre	90 trips/1,000 sq. ft.; 2.7 trips/seal; 450 trips/acre	1% (6:4)	8% (7:3)
High Turnover (sit-down)	130 trips/1,000 sq. ft.; 2 trips/seal; 1,200 trips/acre	104 trips/1,000 sq. ft.; 3.6 trips/seal; 460 trips/acre	8% (5:5)	8% (6:4)
Fast Food (with or without drive-through)	700 trips/1,000 sq. ft.; 22 trips/seal; 3,000 trips/acre	420 trips/1,000 sq. ft.; 13.2 trips/seal; 1,800 trips/acre	4% (6:4)	8% (5:5)
Shopping Center:				
Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	120 trips/1,000 sq. ft. GLA; 1,200 trips/acre	72 trips/1,000 sq. ft.; 720 trips/acre	4% (6:4)	11% (5:5)
Community (100,000 sq. ft. or more GLA on 10 or more acres)	70 trips/1,000 sq. ft. GLA; 700 trips/acre	49 trips/1,000 sq. ft.; 490 trips/acre	3% (6:4)	10% (5:5)
Regional (300,000 sq. ft. or more GLA) ⁽⁶⁾	Each = 0.756 (100 + 35.25)*	0.811 (100 + 0.756 (100 + 35.25))*	2% (7:3)	9% (5:5)
Specialty Retail Center/Strip Commercial	40 trips/1,000 sq. ft.; 400 trips/acre	36 trips/1,000 sq. ft.; 360 trips/acre	3% (6:4)	9% (5:5)
Supermarket	150 trips/1,000 sq. ft.; 2,000 trips/acre	90 trips/1,000 sq. ft.; 2,000 trips/acre	8% (7:3)	10% (5:5)

* See Table 2

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY
(WEEKDAY)

LAND USE	DRIVEWAY ^{(1) (2)}	CUMULATIVE ⁽⁸⁾	PEAK HOUR AND IN/OUT RATIO	
	VEHICLE TRIP RATE	VEHICLE TRIP RATE	AM (IN:OUT)	PM (IN:OUT)
EDUCATION ⁽³⁾				
University (4 years or higher)	2.5 trips/student; 100 trips/acre	2.5 trips/student; 100 trips/acre	10% (9:1)	9% (3:7)
Community College (2 years)	1.6 trips/student; 63 trips/1,000 sq. ft.; 80 trips/acre	1.6 trips/student; 63 trips/1,000 sq. ft.; 80 trips/acre	12% (9:1)	8% (3:7)
High School	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	1.8 trips/student; 50 trips/acre; 11 trips/1,000 sq. ft.	20% (8:2)	14% (3:7)
Junior High/Middle School	1.4 trips/student; 12 trips/1,000 sq. ft.; 40 trips/acre	1.4 trips/student; 12 trips/1,000 sq. ft.; 40 trips/acre	24% (7:3)	7% (3:7)
Elementary School	2.9 trips/student; 39 trips/1,000 sq. ft.; 136 trips/acre	2.9 trips/student; 39 trips/1,000 sq. ft.; 136 trips/acre	31% (6:4)	19% (4:6)
Day Care Center	5 trips/child; 80 trips/1,000 sq. ft.	5 trips/child; 80 trips/1,000 sq. ft.	19% (5:5)	18% (5:5)
FINANCIAL INSTITUTION (Bank or Credit Union) ⁽⁵⁾				
Excluding drive-through	150 trips/1,000 sq. ft.; 1,000 trips/acre	112.5 trips/1,000 sq. ft.; 750 trips/acre	4% (7:3)	8% (4:6)
With drive-through	200 trips/1,000 sq. ft.; 1,500 trips/acre	150 trips/1,000 sq. ft.; 1,125 trips/acre	5% (6:4)	10% (5:5)
Drive-through only	250 trips/lane	187.5 trips/lane	3% (5:5)	13% (5:5)
HOSPITAL ⁽³⁾				
Convalescent/Nursing	3 trips/bed	3 trips/bed	7% (6:4)	7% (4:6)
General	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	20 trips/bed; 20 trips/1,000 sq. ft.; 300 trips/acre	5% (7:5)	10% (3:7)
HOUSE OF WORSHIP ⁽⁴⁾				
General	15 trips/1,000 sq. ft.; quadruple rates for days of	9 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
Without School or Day Care	5 trips/1,000 sq. ft.; quadruple rates for days of assembly	5 trips/1,000 sq. ft.; quadruple rate for days of	4% (8:2)	8% (5:5)
INDUSTRIAL				
Industrial/Business Park (some commercial included) ⁽³⁾	16 trips/1,000 sq. ft.; 200 trips/acre	16 trips/1,000 sq. ft.; 200 trips/acre	12% (8:2)	12% (2:8)
Medium Industrial Park ^{(7) *}	15 trips/1,000 sq. ft.; 200 trips/acre	15 trips/1,000 sq. ft.; 200 trips/acre	11% (9:1)	12% (2:8)
Large Industrial Park *	8 trips/1,000 sq. ft.; 100 trips/acre	8 trips/1,000 sq. ft.; 100 trips/acre	11% (9:1)	12% (2:8)
Manufacturing/Assembly	4 trips/1,000 sq. ft.; 50 trips/acre	4 trips/1,000 sq. ft.; 50 trips/acre	20% (9:1)	20% (2:8)
Rental Storage	2 trips/1,000 sq. ft.; 30 trips/acre	2 trips/1,000 sq. ft.; 30 trips/acre	6% (5:5)	9% (5:5)
Scientific Research and Development	8 trips/1,000 sq. ft.; 80 trips/acre	8 trips/1,000 sq. ft.; 80 trips/acre	16% (9:1)	14% (1:9)
Truck Terminal	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	10 trips/1,000 sq. ft.; 7 trips/bay; 80 trips/acre	9% (4:6)	8% (5:5)
Warehousing	5 trips/1,000 sq. ft.; 60 trips/acre	5 trips/1,000 sq. ft.; 60 trips/acre	15% (7:5)	16% (4:6)
LIBRARY ⁽³⁾				
Less than 100,000 sq. ft.	50 trips/1,000 sq. ft.; 400 trips/acre		2% (7:3)	10% (5:5)
100,000 sq. ft. or more		20 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)
		16 trips/1,000 sq. ft.	2% (7:3)	10% (5:5)

* Small amount of local serving commercial included. May have multiple shifts.

TABLE 1 (Continued)

May 2003

TRIP GENERATION RATE SUMMARY (WEEKDAY)

LAND USE	DRIVEWAY VEHICLE TRIP RATE ^{(1) (2)}	CUMULATIVE ⁽³⁾ VEHICLE TRIP RATE	PEAK HOUR AND IN/OUT RATIO	
			AM (IN:OUT)	PM (IN:OUT)
LODGING⁽³⁾				
Hotel (w/convention facilities/restaurant)	10 trips/room; 300 trips/acre	10 trips/room; 300 trips/acre	6% (6:4)	8% (6:4)
Motel	9 trips/room; 200 trips/acre	9 trips/room; 200 trips/acre	8% (4:6)	9% (4:6)
Resort Hotel	8 trips/room; 100 trips/acre	8 trips/room; 100 trips/acre	5% (6:4)	7% (6:4)
MILITARY BASE⁽³⁾	2.5 trips/employee (military or civilian)	2.5 trips/employee (military or civilian)	9% (9:1)	10% (6:4)
OFFICE				
Commercial Office ⁽⁶⁾	$Ln(T) = 0.756 Ln(x) + 3.95$; 450 trips/acre	$Ln(T) = 0.756 Ln(x) + 3.95$; 450 trips/acre	13% (9:1)	14% (2:8)
Corporate Headquarters/Single Tenant Office	10 trips/1,000 sq. ft.	10 trips/1,000 sq. ft.	15% (9:1)	15% (4:9)
Department of Motor Vehicles	180 trips/1,000 sq. ft.; 900 trips/acre	18 trips/1,000 sq. ft.	6% (6:4)	11% (4:6)
Government Office (Civic Center)	30 trips/1,000 sq. ft.		9% (9:1)	12% (3:7)
Less than 100,000 sq. ft.		20 trips/1,000 sq. ft.	9% (9:1)	12% (3:7)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	9% (9:1)	12% (3:7)
Medical Office:	50 trips/1,000 sq. ft.; 500 trips/acre		6% (8:2)	10% (3:7)
Less than 100,000 sq. ft.		20 trips/1,000 sq. ft.	6% (8:2)	10% (3:7)
100,000 sq. ft. or more		16 trips/1,000 sq. ft.	6% (8:2)	10% (3:7)
Post Office:				
Distribution (central/walk-in only)	90 trips/1,000 sq. ft.	76 trips/1,000 sq. ft.	5%	7%
Community (without mail drop lane)	200 trips/1,000 sq. ft.; 1,300 trips/acre	168 trips/1,000 sq. ft.; 1,092 trips/acre	6% (6:4)	9% (5:5)
Community (with mail drop lane)	300 trips/1,000 sq. ft.; 2,000 trips/acre		7% (5:5)	9% (3:7)
Less than 100,000 sq. ft.		168 trips/1,000 sq. ft.; 1,092 trips/acre	7% (5:5)	7% (6:4)
100,000 sq. ft. or more		252 trips/1,000 sq. ft.; 1,680 trips/acre	7% (5:5)	8% (7:3)
RECREATION				
Bowling Center	30 trips/lane; 300 trips/acre	30 trips/lane; 300 trips/acre	7% (7:3)	10% (4:6)
Golf Course	600 trips/course; 40 trips/hole; 8 trips/acre	600 trips/course; 40 trips/hole; 8 trips/acre	6% (8:2)	9% (3:7)
Marina	4 trips/berth; 20 trips/acre	4 trips/berth; 20 trips/acre	3% (3:7)	7% (6:4)
Movie Theater	80 trips/1,000 sq. ft.; 48 trips/seat	80 trips/1,000 sq. ft.; 48 trips/seat	0.3%	3% (7:3)
Park:				
Beach, Ocean or Bay	600 trips/1,000 ft. shoreline; 60 trips/acre	600 trips/1,000 ft. shoreline; 60 trips/acre	--	11% (4:6)
Developed	50 trips/acre	50 trips/acre	4%	8%
Undeveloped	5 trips/acre	5 trips/acre	4%	8%
Racquetball/Tennis/Health Club	40 trips/1,000 sq. ft.; 40 trips/court; 300 trips/acre	40 trips/1,000 sq. ft.; 40 trips/court; 300 trips/acre	4% (6:4)	9% (6:4)
San Diego Zoo	115 trips/acre	115 trips/acre	--	--
Sea World	80 trips/acre	80 trips/acre	--	--
Sport Facility:				
Indoor	30 trips/acre	30 trips/acre	--	--
Outdoor	50 trips/acre	50 trips/acre	--	--

TABLE 1 (Continued)

May 2003

**TRIP GENERATION RATE SUMMARY
(WEEKDAY)**

LAND USE	DRIVEWAY ^{(1) (2)}	CUMULATIVE ⁽⁸⁾	PEAK HOUR AND IN/OUT RATIO	
	VEHICLE TRIP RATE	VEHICLE TRIP RATE	AM (IN:OUT)	PM (IN:OUT)
RESIDENTIAL ⁽³⁾				
Congregate Care Facility	2 trips/dwelling unit	2 trips/dwelling unit	3% (6:4)	8% (5:5)
Estate Housing	12 trips/dwelling unit	12 trips/dwelling unit	2%	5%
Mobile Home	5 trips/dwelling unit, 40 trips/acre	5 trips/dwelling unit, 40 trips/acre	9% (3:7)	12% (6:4)
Multiple Dwelling Unit:				
Under 20 dwelling units/acre	8 trips/dwelling unit	8 trips/dwelling unit	8% (2:8)	10% (7:3)
Over 20 dwelling units/acre	6 trips/dwelling unit	6 trips/dwelling unit	8% (2:8)	9% (7:3)
Retirement/Senior Citizen Housing	4 trips/dwelling unit	4 trips/dwelling unit	5%	2%
Single Family Detached:				
Urbanized Area ⁽¹⁾	9 trips/dwelling unit	9 trips/dwelling unit	8% (2:8)	10% (7:3)
Urbanizing Area ⁽¹⁾	10 trips/dwelling unit	10 trips/dwelling unit	8% (2:8)	10% (7:3)
TRANSPORTATION FACILITIES ⁽³⁾				
Bus Depot	25 trips/1,000 sq. ft.	25 trips/1,000 sq. ft.		
Park & Ride Lots	400 trips/acre; 600 trips/paved acre	400 trips/acre; 600 trips/paved acre	14% (7:3)	15% (3:7)
Transit Station (rail)	300 trips/acre	300 trips/acre	14% (7:3)	15% (3:7)

Notes:

- (1) From the 1990 Trip Generation Manual. Driveway rates reflect trips that are generated by a site. These rates are used to calculate the total number of trips that impact the project and its immediate vicinity.
- (2) Does not include trip rates for Centre City area. See Table 5.
- (3) San Diego Association of Governments (SANDAG), "Traffic Generators," San Diego, California, December 1996, and July 1998.
- (4) City of San Diego memo, "Trip Generation Rate for Churches," December 9, 1992.
- (5) Refer to Cumulative Vehicle Trip Rate column for reduced trip rates.
- (6) \ln = Natural logarithm; fitted curve logarithmic equation is used for Commercial Office and Regional Shopping Center. For example, the trip generation of an Office Building with 100,000 sq. ft. of GLA is: $\ln(T) = 0.756 \ln(100) + 3.95$, or $\ln(T) = 0.756 (4.60517) + 3.95$, or $\ln(T) = 3.481509 + 3.95$, or $\ln(T) = 7.431509$, which is 1,688 trips. The trip generation of a Regional Shopping Center with 1,000,000 sq. ft. of GLA is: $\ln(T) = 0.756 \ln(1,000) + 5.25$, or $\ln(T) = 0.756 (6.907755) + 5.25$, or $\ln(T) = 5.222263 + 5.25$, or $\ln(T) = 10.47226$, which is 35,322 trips. See Table 2 for calculated trip generation for selected sizes of Regional Shopping Centers, and Table 3 for calculated trip generation for selected sizes of Commercial Offices. GLA = Gross Leasable Area; T = trips; x = GLA in 1,000 square feet.
- (7) Institute of Transportation Engineers, "Trip Generation," 5th and 6th Editions, Washington, District of Columbia, 1991 and 1998.
- (8) Trips made to a site are Pass-By and Cumulative trips. See Appendix A for definitions of these trips. Cumulative rates are used to determine the community-wide impact of a new project.

TABLE 2

May 2003

**TRIP GENERATION LOOK-UP TABLE FOR SELECTED
SIZES OF A REGIONAL SHOPPING CENTER**

SIZE OF GROSS LEASABLE AREA IN SQUARE FEET	DRIVEWAY $\ln(T) = 0.756 \ln(x) + 5.25$	CUMULATIVE $0.8 [\ln(T) = 0.756 \ln(x) + 5.25]$
300,000	14,215	11,372
325,000	14,802	12,081
350,000	15,372	12,778
375,000	15,927	13,462
400,000	16,469	14,135
425,000	16,997	14,798
450,000	17,514	15,451
475,000	18,020	16,096
500,000	18,515	16,732
525,000	19,001	17,361
550,000	19,478	17,983
575,000	19,946	18,597
600,000	20,406	19,205
625,000	20,859	19,807
650,000	21,304	20,403
675,000	21,742	20,994
700,000	22,174	21,579
725,000	22,600	22,159
750,000	23,018	22,734
775,000	23,431	23,305
800,000	23,839	23,871
825,000	24,241	24,433
850,000	24,638	24,991
875,000	25,030	25,544
900,000	25,418	26,094
950,000	26,399	27,183
1,000,000	27,322	28,258
1,050,000	27,649	28,819
1,100,000	27,961	29,369
1,150,000	28,268	29,907
1,200,000	28,542	30,434
1,250,000	28,813	30,950
1,300,000	29,071	31,457
1,350,000	29,318	31,954
1,400,000	29,555	32,443
1,450,000	29,778	32,922
1,500,000	29,992	33,394
1,550,000	30,197	33,857
1,600,000	30,392	34,314
1,650,000	30,578	34,762
1,700,000	30,755	35,204
1,750,000	30,924	35,639
1,800,000	31,085	36,068
1,850,000	31,238	36,490
1,900,000	31,383	36,906
2,000,000	31,652	37,722
2,100,000	31,893	38,513
2,200,000	32,109	39,287
2,300,000	32,300	40,040
2,400,000	32,468	40,774
2,500,000	32,614	41,491
2,600,000	32,739	42,191

\ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 3

May 2003

TRIP GENERATION LOOK-UP TABLE FOR SELECTED SIZES OF A COMMERCIAL OFFICE

SIZE OF GROSS LEASABLE AREA IN SQUARE FEET	TRIP GENERATION $\ln(T) = 0.756 \ln(x) + 3.95$
25,000	592
30,000	672
35,000	763
40,000	833
45,000	923
50,000	1,000
55,000	1,074
60,000	1,147
65,000	1,219
70,000	1,289
75,000	1,358
80,000	1,426
85,000	1,493
90,000	1,559
95,000	1,624
100,000	1,688
110,000	1,817
120,000	1,938
130,000	2,058
140,000	2,177
150,000	2,294
160,000	2,409
170,000	2,522
180,000	2,633
190,000	2,743
200,000	2,851
210,000	2,958
220,000	3,064
230,000	3,169
240,000	3,273
250,000	3,375
265,000	3,527
280,000	3,677
295,000	3,825
310,000	3,971
325,000	4,116
340,000	4,259
355,000	4,400
370,000	4,540
385,000	4,678
400,000	4,815
425,000	5,041
450,000	5,264
475,000	5,483
500,000	5,700
525,000	5,914
550,000	6,126
575,000	6,335
600,000	6,543
625,000	6,748
650,000	6,951
675,000	7,152

\ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 4

May 2003

ADDITIONAL TRIP GENERATION RATE GUIDELINES

The following trip generation rates were determined by the Transportation Planning Section based on a limited amount of data. Although most of these rates are site specific, they may be used as a reference for a similar land use elsewhere, with prior approval.

LAND USE	TRIP GENERATION RATE
Aircraft Hangar/Storage	6 trips/aircraft
Asphalt Batch Plant	100 trips/usable acre
Automated Teller Machine (Freestanding)	260 trips/site
Automobile Dismantling Facility	50 trips/acre
Automobile Multiple Dealerships *	31 trips/1,000 sq. ft.; 217 trips/acre;
Basketball Court	28 trips/1,000 sq. ft.; 200 trips/acre cumulative 200 trips/court
Charitable Resale Store (Salvation Army)	610 trips/weekday; 380 trips/Sunday
Courier Express Distribution Center (Federal Express)	10 trips/1,000 sq. ft.
Factory Outlets	70 trips/1,000 sq. ft.; 700 trips/acre
Golf Driving Range	600 trips/site
Gravel Quarry Operation	100 trips/usable acre
Handball Court	40 trips/court
Heavy Equipment Repair/Storage (Hawthorne)	1,069 trips/site
Multi Family Residential for Physically Disabled	4.5 trips/dwelling unit
Quick Oil Change	40 trips/1,000 sq. ft.; 36 trips/1,000 sq. ft. cumulative
Recreation Building	45 trips/1,000 sq. ft.
Recreational Vehicle Dealership	200 trips/acre
Recreational Vehicle Park	$2 \times 1/(T.O.) \times \text{number of hookups} \times 0.85$
Seminar Room/Study Hall/Office (Pt. Loma Nazarene College)	4 trips/1,000 sq. ft.
Truck Parking Facility	60 trips/acre; 30 trips/acre for Otay Mesa
Truck Repair Service	140 trips/service repair site + 2.5 trips/ 1,000 sq. ft. of administrative office

* Minimum of three automobile dealerships with access from the same street. Based on Federhart and Associates, February 1987.

TABLE 5

May 2003

CENTRE CITY CUMULATIVE TRIP GENERATION RATES

LAND USE	TRIP GENERATION RATE
COMMERCIAL-RETAIL	
Convenience Market:	
Open 15-16 hours	37 trips/1,000 sq. ft.
Open 24 hours	32 trips/1,000 sq. ft.
Lumber Store	24 trips/1,000 sq. ft.
Restaurant:	
Quality	32 trips/1,000 sq. ft.
High Turnover (sit-down)	27 trips/1,000 sq. ft.
Fast Food (with or without drive-through)	35 trips/1,000 sq. ft.
Shopping Center:	
Neighborhood	48 trips/1,000 sq. ft.
Community	28 trips/1,000 sq. ft.
Regional:	
Less than 500,000 sq. ft.	$0.65 [\ln(T) = 0.756 \ln(x) + 5.25]$
500,000 sq. ft. or more	$0.63 [\ln(T) = 0.756 \ln(x) + 5.25]$
Specialty Retail Center (Strip Commercial)	18 trips/1,000 sq. ft.
Supermarket	30 trips/1,000 sq. ft.
FINANCIAL INSTITUTION	
Excluding drive-through	26 trips/1,000 sq. ft.
With drive-through	31 trips/1,000 sq. ft.
Drive-through only	34 trips/lane
INDUSTRIAL	
Industrial/Business Park	13 trips/1,000 sq. ft.
Large Industrial Park	7 trips/1,000 sq. ft.
Small Industrial Park	12 trips/1,000 sq. ft.
Warehousing	4 trips/1,000 sq. ft.
LIBRARY	
	14 trips/1,000 sq. ft.
LODGING	
Hotel (w/convention facilities/restaurant)	9 trips/room
Motel	8 trips/room
Resort Hotel	7 trips/room
OFFICE	
Commercial Office:	
Less than 100,000 sq. ft.	$0.85 [\ln(T) = 0.756 \ln(x) + 3.95]$
100,000 sq. ft. or more	$0.81 [\ln(T) = 0.756 \ln(x) + 3.95]$
Corporate Headquarters/Single Tenant Office:	
Less than 100,000 sq. ft.	$0.62 [\ln(T) = 0.756 \ln(x) + 3.95]$
100,000 sq. ft. or more	$0.58 [\ln(T) = 0.756 \ln(x) + 3.95]$
Government Office (Civic Center)	10 trips/1,000 sq. ft.
Medical Office	17 trips/1,000 sq. ft.
Post Office:	
Distribution (walk-in only)	11 trips/1,000 sq. ft.
Community (without mail drop lane)	18 trips/1,000 sq. ft.
Community (with mail drop lane)	27 trips/1,000 sq. ft.
Scientific Research and Development	7 trips/1,000 sq. ft.
RECREATION	
Movie Theater	7 trips/1,000 sq. ft.
RESIDENTIAL	
Multiple Dwelling Units:	
Under 20 dwelling units per acre	5 trips/dwelling unit
20 or more dwelling units per acre	4 trips/dwelling unit
Retirement/Senior Citizen Housing	2.5 trips/dwelling unit
Single Dwelling Units	6 trips/dwelling unit

Notes:

The above land uses are expected to generate less trips in Centre City than outside downtown for the following reasons:

In Centre City mass transit has a higher percentage of mode split; due to high density; "walk" trips are a greater percentage of internal trips; parking availability and costs (people do not necessarily park where they work or visit). The trip rates shown are based on "Development of Centre City Trip Generation Rates," by S. Pazargadi, P.E., August 1990.

Ln = Natural Logarithm (see notes for Table 1); T = Trips; x = Gross Leasable Area in 1,000 square feet

TABLE 6

May 2003

**TRIP GENERATION LOOK-UP TABLE FOR CENTRE CITY
REGIONAL SHOPPING CENTER AND COMMERCIAL OFFICE**

REGIONAL SHOPPING CENTER		COMMERCIAL OFFICE	
Size of Gross Leasable Area in Square Feet	Trip Generation $K [Ln(T) = 0.756 Ln(x) + 5.25]$	Size of Gross Leasable Area in Square Feet	Trip Generation $K [Ln(T) = 0.756 Ln(x) + 3.95]$
300,000	9,240	25,000	503
325,000	9,816	30,000	578
350,000	10,382	35,000	649
375,000	10,938	40,000	718
400,000	11,485	45,000	785
425,000	12,023	50,000	850
450,000	12,554	55,000	913
475,000	13,078	60,000	975
500,000	13,177	65,000	1,036
525,000	13,672	70,000	1,096
550,000	14,161	75,000	1,155
575,000	14,645	80,000	1,212
600,000	15,124	85,000	1,269
625,000	15,598	90,000	1,325
650,000	16,068	95,000	1,381
675,000	16,533	100,000	1,436
700,000	16,993	110,000	1,470
725,000	17,450	120,000	1,570
750,000	17,903	130,000	1,668
775,000	18,353	140,000	1,764
800,000	18,798	150,000	1,858
825,000	19,241	160,000	1,951
850,000	19,680	170,000	2,043
875,000	20,116	180,000	2,133
900,000	20,549	190,000	2,222
950,000	21,406	200,000	2,310
1,000,000	22,253	210,000	2,396
1,050,000	23,089	220,000	2,482
1,100,000	23,915	230,000	2,567
1,150,000	24,733	240,000	2,651
1,200,000	25,542	250,000	2,734
1,250,000	26,342	265,000	2,857
1,300,000	27,135	280,000	2,979
1,350,000	27,920	295,000	3,098
1,400,000	28,699	310,000	3,217
1,450,000	29,470	325,000	3,334
1,500,000	30,235	340,000	3,449
1,550,000	30,994	355,000	3,564
1,600,000	31,747	370,000	3,677
1,650,000	32,494	385,000	3,789
1,700,000	33,236	400,000	3,900
1,750,000	33,972	425,000	4,083
1,800,000	34,703	450,000	4,264
1,850,000	35,430	475,000	4,441
1,900,000	36,151	500,000	4,617
2,000,000	37,581	525,000	4,791
2,100,000	38,993	550,000	4,962
2,200,000	40,389	575,000	5,132
2,300,000	41,769	600,000	5,299
2,400,000	43,135	625,000	5,468
2,500,000	44,487	650,000	5,630
2,600,000	45,825	675,000	5,792
2,700,000	47,152	700,000	5,954

x = Gross Leasable Area (GLA) in 1,000 sq. ft.

K is 0.65 for Regional Shopping Centers with less than 500,000 sq. ft. of GLA, and is 0.63 for 500,000 or more sq. ft. of GLA.

K is 0.85 for Commercial Offices with less than 100,000 sq. ft. of GLA, and is 0.81 for 100,000 or more sq. ft. of GLA.

TABLE 7

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
AGRICULTURE (OPEN SPACE)	2 trips/acre
AIRPORT	
Commercial	100 trips/flight; 12 trips/acre
General Aviation	2 trips/daily flight; 6 trips/acre
Hangar	6 trips/aircraft
CEMETERY	5 trips/acre
COMMERCIAL-RETAIL	
Auto Parts Sales	56 trips/1,000 sq. ft.
Auto Repair Center	20 trips/1,000 sq. ft.
Auto Service & Gas Stations:	
Gasoline service station	20 trips/pump dispenser
Gasoline station with food mart ⁽¹⁾	40 trips/1,000 sq. ft. pump dispenser rate
Oil change and lubrication service	40 trips/1,000 sq. ft.
Tire store	23 trips/1,000 sq. ft.; 27 trips/service stall
Truck repair facility with office	140 trips/site
Automotive Sales:	
Car dealer	22 trips/1,000 sq. ft.
Car dealer storage	6.5 trips/1,000 sq. ft.
Recreational vehicle dealer	200 trips/acre
Car Wash:	
Full service	450 trips/site
Self-service	0 trips/site (if complimentary)
Coin-operated	108 trips/stall
Catering Company	20 trips/1,000 sq. ft.
Convenience Market Chain ⁽¹⁾	40 trips/1,000 sq. ft.
Discount Store/Discount Club	40 trips/1,000 sq. ft.
Drugstore	40 trips/1,000 sq. ft.
Equipment Manufacturing and Retail	100 trips/site
Furniture Store	5.4 trips/1,000 sq. ft.
Grocery/Convenience Market	25 trips/1,000 sq. ft.
Lumber/Home Improvement Store	27 trips/1,000 sq. ft.
Nursery	36 trips/1,000 sq. ft.
Restaurant:	
Quality	40 trips/1,000 sq. ft.
High Turnover (sit-down)	40 trips/1,000 sq. ft.
Fast Food (with or without drive-through)	40 trips/1,000 sq. ft.
Shopping Center:	
Neighborhood (30,000 sq. ft. or more GLA on 4 or more acres)	60 trips/1,000 sq. ft.
Community (100,000 sq. ft. or more GLA on 10 or more acres)	70 trips/1,000 sq. ft.
Regional (300,000 sq. ft. or more GLA) ⁽²⁾	0.8 [Ln(T) = 0.756 Ln(x) + 5.25] *
Specialty Retail Center/Strip Commercial	36 trips/1,000 sq. ft.
Supermarket	40 trips/1,000 sq. ft.
EDUCATION	
Day Care Center	80 trips/1,000 sq. ft.
Elementary School	39 trips/1,000 sq. ft.
Junior High/Middle School	12 trips/1,000 sq. ft.
High School	10 trips/1,000 sq. ft.
Community College (2 years)	18 trips/1,000 sq. ft.
University (4 years or higher)	100 trips/acre
University Seminar Facility	4.0 trips/1,000 sq. ft.

* See Table 2

TABLE 7 (Continued)

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
FINANCIAL INSTITUTION	
Automated Teller Machine (ATM) ⁽³⁾	260 trips/ATM (stand-alone)
Bank or Credit Union:	
Excluding drive-through	112.5 trips/1,000 sq. ft.
With drive-through	150 trips/1,000 sq. ft.
Drive-through only	187.5 trips/1,000 sq. ft.
HEALTH CARE	
Convalescent/Nursing	3 trips/bed
General	20 trips/1,000 sq. ft.
Residential Care Facility	2 trips/bed
Substance Rehabilitation Center	40 trips/bed
HOUSE OF WORSHIP	
General	9 trips/1,000 sq. ft.
Without School or Day Care	5 trips/1,000 sq. ft.
INDUSTRIAL	
Asphalt Batch Plant	100 trips/usable acre
Industrial/Business Park (some commercial included)	16 trips/1,000 sq. ft.
Industrial Park, Large *	8 trips/1,000 sq. ft.
Industrial Park, Small	15 trips/1,000 sq. ft.
Manufacturing/Assembly	4 trips/1,000 sq. ft.
Milling Operation	100 trips/gross usable acre
Rental Storage	2 trips/1,000 sq. ft.
Sand/Gravel Quarry/Mine	100 trips/gross usable acre
Scientific Research and Development	8 trips/1,000 sq. ft.
Truck Terminal	10 trips/1,000 sq. ft.
Warehousing	5 trips/1,000 sq. ft.
LIBRARY	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
LODGING	
Hotel (w/convention facilities/restaurant)	10 trips/room
Motel	8 trips/room
Resort Hotel	8 trips/room
MILITARY BASE	2.5 trips/employee (military or civilian)
OFFICE	
Commercial Office ⁽⁴⁾	$\text{Ln}(T) = 0.756 \text{Ln}(x) + 3.95^{**}$
Corporate Headquarters/Single Tenant Office	10 trips/1,000 sq. ft.
Court Facility	40 trips/1,000 sq. ft.
Department of Motor Vehicles	20 trips/1,000 sq. ft.
Express Shipping Distribution Center	10 trips/1,000 sq. ft.
Government Office (Civic Center):	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
Medical Office:	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.

* Some local serving commercial included

** See Table 3

TABLE 7 (Continued)

May 2003

TRIP GENERATION RATES FOR FACILITIES FINANCING PURPOSES

LAND USE	VEHICLE TRIP RATE
OFFICE (continued)	
Post Office:	
Less than 100,000 sq. ft.	20 trips/1,000 sq. ft.
100,000 sq. ft. or more	16 trips/1,000 sq. ft.
Research and Development (may include light manufacturing)	18 trips/1,000 sq. ft.
RECREATION	
Auditorium	0.6 trip/1,000 sq. ft.
Bowling Center	30 trips/lane
Bungee Jumping Tower	115 trips/site
Golf Course	500 trips/course
Marina	4 trips/berth
Movie Theater	30 trips/1,000 sq. ft. or 18 trips/seat
Park:	
Beach, Ocean or Bay	600 trips/1,000 sq. ft. of shoreline
Developed	50 trips/acre
Undeveloped	5 trips/acre
Racquetball/Tennis/Health Club	40 trips/1,000 sq. ft.
Roller Skating Rink	40 trips/1,000 sq. ft.
San Diego Zoo	115 trips/acre
Sea World	80 trips/acre
Sport Facility:	
Indoor	30 trips/acre
Outdoor	50 trips/acre
Swimming Pool	30 trips/parking space
RESIDENTIAL	
Convent	2 trips/room
Estate Housing	12 trips/dwelling unit
Mobile Home	5 trips/dwelling unit
Multiple Dwelling Unit:	
Under 20 dwelling units/acre	8 trips/dwelling unit
Over 20 dwelling units/acre	6 trips/dwelling unit
Physically Disabled Residence	4.5 trips/dwelling unit
Recreational Vehicle Park	3 trips/hook-up
Recreational Vehicle Monthly Rental	2 x (1,000) x number of hookups x 0.85
Retirement/Senior Citizen Housing	4 trips/dwelling unit
Single Dwelling Unit:	
Urbanized Area	9 trips/dwelling unit
Urbanizing Area	10 trips/dwelling unit
Single Resident Occupancy	2.5 trips/room
SOCIAL SERVICES	
Homeless Shelter	2 trips/bed
Salvation Army	610 trips/1,000 sq. ft.
Senior Citizen's Center	2 trips/parking space
Work Force Center Facility	4 trips/bed
TRANSPORTATION FACILITIES	
Bus Depot	25 trips/1,000 sq. ft.
Park & Ride Lot	400 trips/acre, 600 trips/paved acre
Transit Station (rail)	300 trips/acre

Notes:

- (1) For each 750 sq. ft. (or any portion thereof greater than 500 sq. ft.) of convenience store floor area, a discount of 50% shall be applied to one automotive fuel dispensing position. All other dispensing positions shall be charged the normal rate.
- (2) Refer to note 6 (page 6) under Table 1.
- (3) If any ATM is new to an institution, the rate is also 260 trips/ATM.
- (4) Refer to note 6 (page 6) under Table 1.

APPEAL PROCESS

The trip generation rates in this manual may be appealed if the proposed project is unique and does not conform to the land uses in the City's *Trip Generation Manual*. A trip generation study of similar sites must be conducted by a registered traffic engineer. The study method must be approved in advance by the City before the study may be conducted.

Prior to conducting a trip generation study, the consultant must meet with the City's Transportation Development Section of the Development Services Department to discuss the appeal. The purpose of the meeting is to decide if it is appropriate to have a separate trip rate for the particular land use in question, and if so, how the trip generation study is to be conducted. The methodology must be approved by the Transportation Development Section in advance of the trip generation study.

A study of several sites is typically required for the trip generation study. Typically four study sites are desired. All study sites and procedures must be approved by the Transportation Development Section in advance. The studies will require a twenty-four-hour machine count at each driveway site for a minimum of two days. Additional days, or specific days of the week, may be required depending on the land use being studied.

Once the sites and the procedures have been approved, the data collection may begin. The completed field count data would then be submitted to the Transportation Development Section with a summary of the proposed trip generation rate for the studied land use. This data should be supplemented with an explanation of why the proposed trip generation rate should be used instead of the City's trip generation rate.

The Senior Traffic Engineer of the Transportation Development Section will review and comment on the trip generation study. If approved, the consultant may use the new trip generation rate for the traffic study of the project with unique character. The Transportation Development Section will inform the Facilities Financing Section and the Transportation Planning Division when a new rate is approved for the studied land use.

APPENDICES

- A. DEFINITIONS AND GENERAL TERMS**
- B. PHYSICAL LAND USE PARAMETERS**
- C. DEFINITION OF LAND USE CATEGORIES
FOR TRIP GENERATION PURPOSES**
- D. CITY'S LAND USE ZONES**

APPENDIX A

DEFINITIONS AND GENERAL TERMS

DEFINITIONS AND GENERAL TERMS

ADT (Average Daily Traffic)

Two-direction, 24-hour total count of vehicles crossing a line on an average weekday. Unusual seasonal variations must be specified, or else the typical annual conditions are assumed.

AWDT (Average Weekday Traffic)

Same as ADT.

CBD

Central Business District.

Centre City

The area bounded by Laurel Street to the north, Interstate 5 to the east, Commercial Street to the south, and the San Diego Bay to the west.

Cumulative Trips

New vehicle trips added to a community. Cumulative trips are driveway trips minus pass-by trips.

Diverted Trip

A trip that is deviated from a roadway within the vicinity of the generator to access a site. The roadway from which the trip is diverted could include streets or freeways that are adjacent to the generator, but without direct access to the generator.

Driveway Trips

The total number of trips that are generated by a site. The sum of cumulative trips plus the pass-by trips.

Pass-By Trip

A trip that is deviated from the roadway to a site for a stop-over to sites such as retail establishments, banks, restaurants, service stations, etc. A trip made to a site from traffic already "passing by" that site on an adjacent street that contains direct access to the generator. These are existing vehicle trips in a community.

Peak Hour

The one hour of the day that has the highest number of trip ends, for a site. The one hour of the day that has the highest traffic volume counts, for a roadway segment or an intersection.

Primary (or Unlinked) Trips

Trips that go directly between the primary purposes of home, work, and school. Also, a linked trip that goes from a primary purpose to a single destination and back again to the same primary point, is considered two primary unlinked trips.

Secondary (or Linked) Trips

The remaining trips, which have one or more stops along the way to a primary destination.

Trip-end

A one-direction vehicle movement.

Trip Generation Rate

The number of vehicular movements for a land use category within a 24-hour period. This is expressed as the number of trip-ends per unit of physical land use parameter.

Urbanized Area

As applied to single dwelling units, includes the areas designated "urbanized" on the latest edition of the City's General Plan and Progress Guide map.

Urbanizing Area

As applied to single dwelling units, includes all "Future Urbanizing" areas, all "Planned Urbanizing Communities," and some of the "Urbanized Communities."

APPENDIX B

PHYSICAL LAND USE PARAMETERS

PHYSICAL LAND USE PARAMETERS

Independent variables are physical and predictable land use parameters by which the sites (traffic generators) or their functions may be measured.

Acre

A unit of land area measurement equal to 43,560 square feet or 1/640th of a square mile. In relation to site area, all developable land area, including parking lots are included, but not unusable land area (such as an open space easement or canyon). Often designated "gross acre" or "gross acre (usable)."

Attendee

A person attending a sporting or other event.

Average Daily Flight

The number of takeoffs or landings of aircrafts at an airport on an average weekday.

Bed

Used to indicate the maximum number of patients at a hospital or convalescent facility.

Berth

A physical mooring place for a boat at a marina.

Civilian Employee

A non-military worker whose place of employment is a military base.

Dwelling Unit

A living facility that may be a single dwelling unit, an apartment, or a mobile home. Sometimes abbreviated as "DU." For example, a duplex would be counted as two DUs.

Employee

A person who works at a commercial or industrial facility.

Gross Floor Area

The total floor area (including areas that are not leased) of an establishment. The typical unit of measurement is 1,000 square feet of gross floor area, sometimes abbreviated as "1,000 GFA," and excludes parking floor area.

Gross Leasable Area

The total floor area designed for tenant occupancy upon which rent is collected. The typical unit of measurement is 1,000 square feet of gross leasable area, sometimes abbreviated as "1,000 GLA," and excludes parking floor area.

Military Personnel

A member of the armed forces assigned to work or train at a military base.

Room

One living-quarter at a hotel or motel. A suite of several rooms would be classified as one room.

Seat

A chair, stool, or bench (a bench could be multiple seats) provided for the use of a patron at a restaurant, or a viewer at a movie theater.

Shore

Shoreline land immediately adjacent to a lake or ocean. The typical unit of measurement is 1,000 feet of shoreline, sometimes abbreviated as "1,000 feet Shore."

Student

A person enrolled (full or part-time) at an educational facility.

Vehicle Fueling Space

The number of spaces that can accommodate vehicles to take fuel at a given time.

APPENDIX C

DEFINITION OF LAND USE CATEGORIES FOR TRIP GENERATION PURPOSES

DEFINITION OF LAND USE CATEGORIES FOR TRIP GENERATION PURPOSES

AGRICULTURE/OPEN SPACE

A tract of land used for producing crops or raising livestock, and in varying degrees, the preparation of these products for human use. "Open Space" refers to a tract of land specifically designated as an open space zone and used to protect open space for natural resources preservation, park and recreation use, or scenic enjoyment.

AUTO-SERVING COMMERCIAL

GASOLINE SERVICE STATION

A gasoline service station is a freestanding commercial establishment designed primarily for the sale of gasoline to the motoring public. Maintenance and repair work may also be done, as well as the sale of auto-related accessories.

CAR DEALER

A car dealer is a freestanding structure normally with open or shed-like parking lot designed for the sale of new and used cars and trucks. Car dealers also provide maintenance service and the sale of automobile accessories.

CAR WASH (Full Service)

A car wash is a freestanding building, which houses equipment for washing vehicles. It also has an area for drying off vehicles after they are washed.

AIRPORT

GENERAL AVIATION

A general aviation airport is designed primarily for the use of small private and corporate aircraft, and not for regularly scheduled commercial passenger service. A general aviation airport is usually characterized by short runways, few or no terminal facilities, and many small planes.

COMMERCIAL - RETAIL

CONVENIENCE MARKET

A convenience market is usually a small, freestanding establishment selling food items, beverages and other sundry items. Sales are typically of small quantities. Convenience markets have largely supplanted the neighborhood corner store, particularly in suburban areas. Convenience markets with more than four vehicle-fueling spaces will be considered as gasoline stations with food mart.

FURNITURE STORE

A retail establishment displaying and selling residential furniture items, typically having a small staff in relation to total square feet.

HOME IMPROVEMENT STORE

A retail establishment selling home improvement and related supplies in one location.

LUMBER STORE

A retail establishment selling lumber, home improvement and related supplies in one location.

NURSERY

A nursery is a place where plants and flowers are grown for sale.

SHOPPING CENTER

A shopping center is a conglomerate of individual businesses designed for the retail sale of a large spectrum of products ranging from clothing to jewelry, art, etc. Shopping centers normally contain specialty shops, eating establishments, and department stores. Some services such as travel agencies, insurance offices, beauty salons, etc. may also be located in a shopping center. All stores normally have a common parking area.

NEIGHBORHOOD SHOPPING CENTER

A neighborhood shopping center typically has a gross leasable floor area of 30,000 square feet or more, located on at least four or more acres. The principal retail outlet may be a supermarket supported by a drugstore and/or some other smaller retail store(s). The trading radius is usually less than three miles and serves a population of roughly 5,000-10,000 people.

COMMUNITY SHOPPING CENTER

A community shopping center typically has a gross leasable floor area of 100,000 square feet or more, located on 10 or more acres. The leading retail outlets are usually a discount store (i.e., Wal-Mart, Kmart, T J Maxx, Ross, and Home Depot), and may also include a grocery store or drugstore. The trading radius can be three miles or more and serve a population area of about 25,000 people.

REGIONAL SHOPPING CENTER

A regional shopping center typically has a gross leasable floor area of 300,000 square feet or more. The center is usually under one management which has a regional service area and two or more major department stores, supported by a number of specialty retail stores.

SPECIALTY RETAIL CENTER/STRIP COMMERCIAL

A freestanding retail store is a single building with separate parking where merchandise is sold to the end user, usually in small quantities. Minor auxiliary services that are independently owned and operated from the major store can be a part of the retail facility. Freestanding retail stores may be of any size but usually are a function of the merchandise sold, and the locality. In general, as the gross floor area approaches 100,000 square feet, the stores lose their "freestanding" character and become part of a shopping center. The number of employees in freestanding retail stores is a function of the sales volume and land acreage and depends on the

store type, size, and attractiveness to the consumer. Supermarkets, convenience stores, discount stores, lumber stores and furniture stores are typically not included in this category (as they are treated individually for trip generation).

SUPERMARKET

A supermarket is a freestanding, self-service store, which sells food, beverages, and household items.

EDUCATION

UNIVERSITY

A university is a major educational facility that grants bachelor degrees with a four-year curriculum. Universities are normally located on a park-like campus consisting of many buildings. They may be state-supported or privately run.

COMMUNITY COLLEGE

A college that grants associate degrees in a two-year curriculum, and is usually state-supported.

HIGH SCHOOL

A high school is a secondary school with a three or four-year curriculum. A high school is usually located on a campus-like setting with associated sports facilities.

JUNIOR HIGH SCHOOL (MIDDLE SCHOOL)

Junior high schools are secondary schools designed to educate a group of children in grades, which are intermediate--between grade school and high school. Junior high schools are normally freestanding and include athletic fields.

ELEMENTARY SCHOOL (GRADE SCHOOL)

An elementary school is a school normally serving grades kindergarten through six. An elementary school is usually an isolated building with an associated playground.

DAY CARE CENTER

A day care center is a place where preschool children are cared for during the workday.

FINANCIAL INSTITUTIONS

BANK OR CREDIT UNION (EXCLUDING DRIVE-THROUGH LANES)

A bank or credit union is a freestanding structure for the custody, loan, exchange or issues of money or credit. Trips for drive-through facilities should be generated separately and added to the lobby totals.

BANK OR CREDIT UNION (DRIVE-THROUGH LANES ONLY)

A bank or credit union that provides its services only through drive-through lanes. Such facility should be clearly labeled a "drive-through bank" for trip generation purposes. Trips for drive-through tellers should be generated separately, even if adjoining a bank lobby.

HOSPITAL

HOSPITAL

A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency room medical treatment is usually provided.

CONVALESCENT HOSPITAL

Convalescent hospitals are freestanding institutions designed to provide medical care for patients with long-term illnesses. Normally such hospitals do not provide emergency room medical treatment.

HOUSE OF WORSHIP

A house of worship such as a church or synagogue may include a school, a day-care center, meeting rooms, a ministerial residence, and various other activities.

INDUSTRIAL

BUSINESS PARK

A grouping of industrial or office units, which may include local serving commercial facilities.

SMALL INDUSTRIAL FACILITY

A plant (or group of plants) of under 100,000 square feet, situated on a lot of less than eight gross acres. Small industrial facilities may be located in an industrial park or light industrial area. Small amount of local serving commercial is included.

LARGE INDUSTRIAL FACILITY

An individual plant of at least 100,000 square feet, usually situated on a lot of over eight gross acres. Large industrial facilities may be located throughout the community. Small amount of local serving commercial is included.

MANUFACTURING/ASSEMBLY SITES

Sites devoted to conversion of raw materials or semi-finished parts to large finished products, using high-tech machineries.

RENTAL SELF-STORAGE FACILITY

A warehouse establishment, which rents small storage vaults, often termed "mini storage."

SCIENTIFIC RESEARCH AND DEVELOPMENT

A scientific research and development facility is a single-tenant facility devoted to the discovery and development of new products (or the improvement of an existing product). The number of employees is usually low when compared to other industries. Typical zoning is SR with a minimum lot size of one acre.

TRUCK STOP

A large truck service establishment that sells diesel fuel, and may have repair facility, restaurant, and overnight accommodations.

WAREHOUSE

A warehouse is an industrial use designed solely for the storage and/or transfer of goods. Warehouses are normally large unpartitioned buildings. Multiple truck loading docks and rail access are common.

LIBRARY

A library is a freestanding structure in which books, manuscripts, musical scores, or other literary/artistic materials are kept for loan (but not for sale).

LODGING**HOTEL/MOTEL**

This category is defined as a commercial land use establishment offering lodging to tourists, business people or highway travelers, and may also have facilities for formal meetings. Often restaurants and specialty shops are available on site to patrons and the general public.

RESORT HOTEL

Larger hotels with many amenities and recreational opportunities within the hotel site or walking distance.

MILITARY BASE

A military base is a national defense installation owned by the federal government where personnel of the United States armed forces, as well as civilians, are assigned. A military base is almost always completely isolated by fences with only a few access points that control traffic entering the facility.

OFFICE**COMMERCIAL OFFICE**

A commercial office building houses one or more tenants. The affairs of commercial organizations are conducted in the building. In unusual circumstances, two buildings whose gross floor areas jointly totals well over 100,000 gross square feet may be considered large commercial office buildings, subject to meeting certain requirements. These include (but are not necessarily limited to) joint ownership and/or management of the two buildings, and the provision of needed services in one or both buildings (including a cafeteria, showers, bank or savings and loan, post office substation, or exercise facilities), which are available to tenants of both buildings.

CORPORATE HEADQUARTERS/SINGLE TENANT OFFICE

Headquarter or administrative office of a firm engaged in management and administration of the firm.

DEPARTMENT OF MOTOR VEHICLES (DMV)

A DMV office administers examinations and collects fees for driver's licenses and vehicular registration licenses.

GOVERNMENTAL OFFICE

A building that houses the offices and personnel of governmental agencies. Governmental offices may be grouped in a series of buildings within the central area, as a city or state complex, or may be in an isolated building such as a Federal building.

MEDICAL OFFICE

A building where the businesses and practices relative to the restoration or preservation of health are carried out. A medical office building is usually a centrally located complex of medical offices that serve a wide range of medical needs. Associated uses may include pharmacies and optical services.

POST OFFICE

Part of the U.S. Postal Service, a post office sells stamps, postal supplies, leases post office boxes, and serves as the central office for letter carriers who take mail and deliver it to residences and businesses.

RECREATION**BOWLING CENTER**

A bowling center is a freestanding recreational facility that features bowling lanes. It may include amenities such as a bar, restaurant, and a retail bowling equipment store within the building.

GOLF COURSE

Golf courses are those areas of wilderness, fairways and greens devoted to the game of golf. Normally, golf courses provide for 18 holes; however, courses of other lengths are available.

MARINA

A marina is a commercial facility available to boating enthusiasts, which provides such services as boat storage and launching, gasoline, oil, fishing equipment, and bait.

MOVIE THEATER

A freestanding structure for showing motion pictures that can include one or more movie screens.

BEACH, OCEAN, OR BAY

These parks are recreation facilities provided for sunbathing and relaxation adjacent to an ocean or bay, and may include picnic facilities and children's play equipment.

PARK (UNDEVELOPED)

Undeveloped parks are those parcels of land dedicated to passive recreation purposes. Most have picnic tables, grass, sidewalks, and swings or slides for small children, but do not include tennis courts, ball fields, or other participant sports facilities.

PARK (DEVELOPED)

Developed parks are those parks that provide a variety of recreation facilities. Such parks provide swings, slides, etc., as well as facilities and fields for participant sports (baseball, softball, tennis, swimming, soccer, football, etc.).

RACQUETBALL/TENNIS/HEALTH CLUB

A health club is a specialized recreation facility featuring racquetball, tennis, exercising equipment or swimming, though seldom are all of those facilities offered in the same establishment.

ZOO AND SEA LIFE PARK

Zoo and sea life park are a combination of wilderness areas and freestanding facilities designed to house animals, which are alien to the environment in which the animal attraction is located. Most modern facilities also provide fenced areas to maintain animals suitable for children, between the ages of four and twelve, to physically touch and play with. Other animal attractions include aquariums, aviaries, and natural wildlife areas. Examples are Sea World and the San Diego Zoo.

SPORTS FACILITIES

A spectator sport facility is a recreational land use where people gather to watch a team sport or other attraction that takes place at that facility. Spectator sports are normally held in specially designed stadiums with large parking facilities. Traffic volumes before and after completion of events can cause severe local congestion. Examples are the San Diego Qualcomm Stadium, the Sports Arena, and the Del Mar Race Track.

RESIDENTIAL**CONGREGATE CARE FACILITY**

A congregate care facility typically consists of one or more multi-unit buildings designed for elderly living.

ESTATE HOUSING

A single dwelling unit on an individual lot of 1 acre or more.

MOBILE HOME

Mobile home is usually consisting of trailers, which are installed on permanent foundations.

MULTIPLE DWELLING UNIT (UNDER 20 DWELLING UNITS/ACRE)

A multiple dwelling unit, which includes townhouse apartments, or isolated clusters of two to four apartments. All multiple dwelling units with less than 20 units per acre are included in this category.

MULTIPLE DWELLING UNIT (20 DWELLING UNITS OR MORE/ACRE)

A multiple dwelling unit/apartment is a dwelling unit located within the same physical structure, and has at least four other dwelling units on a common lot. These units, on the average, have a smaller floor area than single-family homes. They may have an individual exterior entry, as in "townhouses," or a common entry as in "flats." Residents usually have a smaller family size thereby reducing trips made per unit. This category only applies to high-density units more than 20 DUs/acre.

RETIREMENT/SENIOR CITIZEN HOUSING

A retirement community is a housing development occupied almost exclusively by retired people. Retirement communities may resemble single dwelling unit or multiple dwelling developments. Occupants are of retirement age and make very few work trips.

SINGLE DWELLING UNIT

A single dwelling unit is a detached home on an individual lot. A parcel with more than one home structurally attached is excluded from this category. Single dwelling homes are generally owned by the occupant, although they may be rented. Covered garages are frequent. Family size, age of occupants, and transit accessibility differ for urbanized and urbanizing areas, resulting in a different treatment for trip generation.

RESTAURANT

FAST FOOD

A fast-food restaurant is one where a high percentage of the meals are for the carry-out or take-home patrons. The restaurant may also have a seating area. The food is usually precooked, possibly wrapped and often sitting under heat lamps ready for quick service to the customer. Examples are Jack-in-the-Box, McDonald's, and Taco Bell.

QUALITY (LOW TURNOVER)

A quality restaurant is an eating establishment with low turnover rates of generally one hour or longer. All meals are served to customers who are seated at tables or booths. Examples are Mister A's, The Marine Room, and Black Angus.

SIT-DOWN (HIGH TURNOVER)

Sit-down restaurants usually serve meals at tables, although the customers may go through a line to pick up the meal. A turnover of less than one hour is typical. An entire meal is usually ordered, as opposed to only a beverage. Many small ethnic restaurants fit in this category. Examples are Love's Barbecue, Filippi's Pizza Grotto, and Denny's Restaurant.

APPENDIX D

**CITY'S LAND USE ZONES
FOR COMPLETE LISTINGS OF LAND USE REGULATIONS
PLEASE REFER TO LAND DEVELOPMENT CODE**

CITY'S LAND USE ZONES

The following is a brief outline of the uses and regulations within the various zones in the City of San Diego, listed in the general order of least intensive to most intensive. Overlay Zones are listed following the base zones.

Notes:

- Italicized words are defined in Chapter 11, Article 3, Division 1 of the Land Development Code.
- FAR, referenced in various sections below, is an abbreviation for "floor area ratio". Chapter 11, Article 3, Division 2 of the Land Development Code details how to calculate FAR.
- Parking regulations are determined by use and are located within Chapter 14, Article 2, Division 5 of the Land Development Code.

OPEN SPACE ZONES

The purpose of the Open Space Zones is to protect lands for outdoor recreation, education, and scenic and visual enjoyment; to control urban form and design; and to facilitate the preservation of environmentally sensitive lands. Included within these zones are the OP (Open Space--Park); OC (Open Space--Conservation); OR (Open Space--Residential, and; the OF (Open Space--Flood plain) Zones. It is intended that these zones be applied to lands where the primary uses are parks or open space or to private land where development must be limited to implement open space policies of adopted land use plans or applicable federal and state regulations and to protect the public health, safety, and welfare. See Chapter 13, Article 1, Division 2 of the Land Development Code for specific land use and development regulations.

AGRICULTURAL ZONES

The purpose of the Agricultural Zones is to provide for areas that are rural in character or areas where agricultural uses are currently desirable. The Agricultural Zones are intended to accommodate a wide range of agriculture and agriculture-related uses as well as single dwelling units. Included within the agricultural zones are the: AG (Agricultural--General) Zones which permit all types of agricultural uses and some minor agricultural sales on a long-term basis with a minimum of 5- to 10-acre lots; and the AR (Agricultural--Residential) Zones which accommodate a wide range of agricultural uses while also permitting the development of single dwelling unit homes at a very low density on 1 to 5-acre lots. See Chapter 13, Article 1, Division 3 of the Land Development Code for specific land use and development regulations.

RESIDENTIAL ZONES

The purpose of the residential zones is to provide for areas of residential development at various specified densities throughout the city. The residential zones are intended to accommodate a variety of housing types and to encourage the provision of housing for all residents of San Diego. It is also intended that the residential zones reflect desired development patterns in existing neighborhoods while accommodating the need for future growth. See Chapter 13, Article 1, Division 4 of the Land Development Code for specific land use and development regulations.

RE (RESIDENTIAL--ESTATE) ZONES

The purpose of the RE zones is to provide for single dwelling units on large lots with some accessory agricultural uses. It is intended that this zone be applied to areas that are rural in character, where the retention of low density residential development is desired.

Zone	Minimum Lot Area	Maximum FAR
RE-1-1	10 Acres	0.10
RE-1-2	5 Acres	0.20
RE-1-3	1 Acre	0.35

RS (RESIDENTIAL--SINGLE UNIT) ZONES

The purpose of the RS zones is to provide appropriate regulations for the development of single dwelling units that accommodate a variety of lot sizes and residential dwelling types and which promote neighborhood quality, character, and livability. It is intended that these zones provide for flexibility in development regulations that allow reasonable use of property while minimizing adverse impacts to adjacent properties.

The RS zones are differentiated based on the minimum lot size and whether the premises is located in an urbanized community or a planned or future urbanizing community, as identified on the Progress Guide and General Plan Phased Development Areas Map (page 35 of the Progress Guide and General Plan).

Urbanized Communities

Zone	Minimum Lot Area	Maximum FAR
RS-1-1	40,000 square-feet	0.45
RS-1-2	20,000 square-feet	varies ⁽¹⁾
RS-1-3	15,000 square-feet	varies ⁽¹⁾
RS-1-4	10,000 square-feet	varies ⁽¹⁾
RS-1-5	8,000 square-feet	varies ⁽¹⁾
RS-1-6	6,000 square-feet	varies ⁽¹⁾
RS-1-7	5,000 square-feet	varies ⁽¹⁾

(1) See Section 131.0446(a) of the Land Development Code for more information.

Planned or Future Urbanizing Communities

Zone	Minimum Lot Area	Maximum FAR
RS-1-8	40,000 square-feet	0.45
RS-1-9	20,000 square-feet	0.60
RS-1-10	15,000 square-feet	0.60
RS-1-11	10,000 square-feet	0.60
RS-1-12	8,000 square-feet	0.60
RS-1-13	6,000 square-feet	0.60
RS-1-14	5,000 square-feet	0.60

RX (RESIDENTIAL--SMALL LOT) ZONES

The purpose of the RX zones is to provide for both attached and detached single dwelling units on smaller lots than are required in the RS zones. It is intended that these zones provide an alternative to multiple dwelling unit developments where single dwelling unit developments could be developed at similar densities. The RX zone provides for a wide variety of residential development patterns. The RX zones are differentiated based on the minimum lot size.

Zone	Minimum Lot Area	Maximum FAR
RX-1-1	4,000 square-feet	0.70
RX-1-2	3,000 square-feet	0.80

(RESIDENTIAL--TOWNHOUSE) ZONES

The purpose of the RT zones is to provide for attached, single-dwelling unit residential development on small lots with alley access. It is intended that these zones provide for more urbanized, single-unit living at densities that are historically more typical of multiple-unit zones. The RT zones provide transition opportunities between single-unit neighborhoods and higher density multiple-unit neighborhoods and in some instances may replace multiple-unit zones at similar densities. The RT zones are intended to be applied on subdivided blocks with alleys that are within or close to highly urbanized areas, transit areas, and redevelopment areas. The RT zones are differentiated based on the minimum lot size.

Zone	Minimum Lot Area	Maximum FAR
RT-1-1	3,500 square-feet	0.85 (1) / 1.20 ⁽²⁾
RT-1-2	3,000 square-feet	0.95 (1) / 1.30 ⁽²⁾
RT-1-3	2,500 square-feet	1.00 (1) / 1.40 ⁽²⁾
RT-1-4	2,200 square-feet	1.10 (1) / 1.50 ⁽²⁾

(1) One and two story buildings.

(2) Three story buildings.

RM (RESIDENTIAL--MULTIPLE UNIT) ZONES

The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. The RM zones individually accommodate developments with similar densities and characteristics. Each of the RM zones is intended to establish development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.

The following zones permit lower density multiple dwelling units with some characteristics of single dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-1-1	6,000 square-feet	0.75
RM-1-2	6,000 square-feet	0.90 ⁽¹⁾
RM-1-3	6,000 square-feet	1.05 ⁽¹⁾

(1) See Section 131.0446(e) of the Land Development Code for specific regulations.

The following zones permit medium density multiple dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-2-4	6,000 square-feet	1.20 ⁽¹⁾⁽²⁾
RM-2-5	6,000 square-feet	1.35 ⁽¹⁾
RM-2-6	6,000 square-feet	1.50 ⁽¹⁾

(1) See Section 131.0446(e) of the Land Development Code for specific regulations.

(2) Within the Peninsula and Ocean Beach community plan area, the maximum floor area ration is 0.70.

The following zones permit medium density multiple dwelling units with limited commercial uses:

Zone	Minimum Lot Area	Maximum FAR
RM-3-7	7,000 square-feet	1.80 ⁽¹⁾
RM-3-8	7,000 square-feet	1.25 ⁽¹⁾
RM-3-9	7,000 square-feet	2.70 ⁽¹⁾

(1) See Section 131.0446(f) of the Land Development Code for specific regulations.

The following zones permit urbanized, high density multiple dwelling units with limited commercial uses:

Zone	Minimum Lot Area	Maximum FAR
RM-4-10	7,000 square-feet	3.60 ⁽¹⁾
RM-4-11	7,000 square-feet	7.20 ⁽¹⁾

(1) See Section 131.0446(f) of the Land Development Code for specific regulations.

The RM-5-12 permits visitor accommodations or medium density multiple dwelling units:

Zone	Minimum Lot Area	Maximum FAR
RM-5-12	10,000 square-feet	1.80 ⁽¹⁾⁽²⁾

(1) See Section 131.0446(f) of the Land Development Code for specific regulations.

(2) See Section 131.0446(g) of the Land Development Code for specific regulations.

COMMERCIAL ZONES

The purpose of the commercial zones is to provide for the employment, shopping, services, recreation, and lodging needs of the residents of and visitors to the City. The intent of the commercial zones is to provide distinct regulations for size, intensity, and design to reflect the variety of the desired development patterns within San Diego's communities. See Chapter 13, Article 1, Division 5 of the Land Development Code for specific land use and development regulations.

CN (COMMERCIAL--NEIGHBORHOOD) ZONES

The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. The zones in this category may include residential development. Property within the CN zones will be primarily located along local and selected collector streets. The CN zones are differentiated based on the permitted lot size and pedestrian orientation as follows: the CN-1-1 allows development of a limited size with a pedestrian orientation; the CN-1-2 allows development with an auto orientation, and; the CN-1-3 allows development with a pedestrian orientation.

CR (COMMERCIAL--REGIONAL) ZONES

The purpose of the CR zones is to provide areas for a broad mix of business/professional office, commercial service, retail, wholesale, and limited manufacturing uses. The CR zones are intended to accommodate large-scale, high intensity developments. Property within these zones will be primarily located along major streets, primary arterials, and major public transportation lines.

The CR zones are designed for auto-oriented development and are differentiated based on the uses allowed as follows: the CR-1-1 allows a mix of regional serving commercial uses and residential uses, with an auto orientation, and; the CR-2-1 allows regional serving commercial and limited industrial uses with an auto orientation but no residential use.

CO (COMMERCIAL--OFFICE) ZONES

The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and medium to high density residential development. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable. The CO zones are differentiated based on the uses allowed as follows: the CO-1-1 allows a mix of office and residential uses with a neighborhood scale and orientation, and; the CO-1-2 allows a mix of office and residential uses that serve as an employment center.

CV (COMMERCIAL--VISITOR) ZONES

The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions. The CV zones are differentiated based on development size and orientation as follows: the CV-1-1 allows a mix of large-scale, visitor-serving uses and residential uses, and; the CV-1-2 allows a mix of visitor-serving uses and residential uses with a pedestrian orientation.

CP (COMMUNITY--PARKING) ZONE

The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.

CC (COMMERCIAL--COMMUNITY) ZONES

The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. Some of the CC zones may include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines.

INDUSTRIAL ZONES

The purpose of the industrial zones is to accommodate a range of industrial and manufacturing activities in designated areas to promote a balanced land use and economy and to encourage employment growth. The industrial zones are intended to provide flexibility in the design of new and redeveloped industrial projects while assuring high quality development and to protect land for industrial uses and limit nonindustrial uses. Included within these zones are the: IP (Industrial--Park) Zones that permit research and development uses with some limited manufacturing as well as a mix of light industrial and office uses; IL (Industrial---Light) Zones

that allow light industrial uses, a mix of light industrial and office uses with limited commercial uses; IH (Industrial-Heavy) Zones manufacturing uses, and; the IS (Industrial--Small Lot) Zone that provides for small-scale industrial activities within urbanized areas. See Chapter 13, Article 1, Division 6 of the Land Development Code for specific land use and development regulations.

PLANNED DISTRICT ORDINANCES (PDOs)

A number of communities throughout the City are regulated through Planned Districts, which contain unique regulations pertaining to uses and development. Communities that are regulated by PDOs include: Old Town San Diego, La Jolla Shores, Gas Lamp Quarter (5th Avenue south of Broadway), Mission Beach, Carmel Valley, Golden Hill, Barrio Logan, Mt. Hope, Otay Mesa, La Jolla, West Lewis, Cass Street, Mid-City Communities (East San Diego/City Heights/Normal Heights/North Park), Southeastern San Diego, Centre City, Marina, Mission Valley and San Ysidro. These regulations are in Chapter 10 of the City of San Diego's Municipal Code.

OVERLAY ZONES

The purpose of overlay zones is to provide supplemental regulations that have been tailored to specific geographic areas of the City. Overlay zones are applied in conjunction with a base zone and modify or add to the regulations of the base zone to address specific issues such as development adjacent to airports, special height or parking requirements, or supplemental processing requirements. The regulations are included in Chapter 13, Division 2 through 14.

AIRPORT APPROACH OVERLAY ZONE

Applied as supplemental regulations in the vicinity of San Diego International Airport, Lindbergh Field to ensure: that applicable regulations of the Federal Aviation Agency and the California Department of Transportation are implemented; that the San Diego Unified Port District is provided the opportunity to participate in the process, and; that vertical buffers are provided.

AIRPORT ENVIRONS OVERLAY ZONE

Applied as supplemental regulations for property surrounding Brown Field, Montgomery Field, and Naval Air Station Miramar to ensure that land uses are compatible with the operation of airports by implementing the Comprehensive Land Use Plans for each airport and to inform property owners of the noise impacts and safety hazards associated with their property's proximity to airport operations.

COASTAL OVERLAY ZONE

The purpose of the Coastal Overlay Zone is to protect and enhance the quality of public access and coastal resources.

COASTAL HEIGHT LIMIT OVERLAY ZONE

Applied as supplemental regulations to provide a height limit for specific coastal areas as enacted by the voters of the City of San Diego.

SENSITIVE COASTAL OVERLAY ZONE

The purpose of the Sensitive Coastal Overlay Zone is to help protect and enhance the quality of sensitive coastal bluffs, coastal beaches, and wetlands.

MOBILEHOME PARK OVERLAY ZONE

The purpose of the Mobilehome Park Overlay Zone is to preserve existing mobilehome park sites, consistent with the City's goal of accommodating alternative housing types, and to provide supplemental regulations for the discontinuance of mobilehome parks and the relocation of the mobilehome park tenants.

PARKING IMPACT OVERLAY ZONE

The purpose of the Parking Impact Overlay Zone is to provide supplemental parking regulations for specified coastal, beach, and campus areas that have parking impacts. The intent of this overlay zone is to identify areas of high parking demand and increase the off-street parking requirements accordingly.

RESIDENTIAL TANDEM PARKING OVERLAY ZONE

The purpose of the Residential Tandem Parking Overlay Zone is to identify the conditions under which tandem parking may be counted as two parking spaces in the calculation of required parking.

TRANSIT AREA OVERLAY ZONE

The purpose of the Transit Area Overlay Zone is to provide supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly.

URBAN VILLAGE OVERLAY ZONE

The purpose of the Urban Village Overlay Zone is to provide regulations that will allow for greater variety of uses, flexibility in site planning and development regulations, and intensity of land use than is generally permitted in other Citywide zones. The intent of these regulations is to create a mix of land uses in a compact pattern that will reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods. Urban villages are characterized by interconnected streets, building entries along the street, and architectural features and outdoor activities that encourage pedestrian activity and transit accessibility. The regulations of this division are intended to be used in conjunction with the Transit-Oriented Development Design Guidelines of the Land Development Manual and the applicable land use plan.

MISSION TRAILS DESIGN DISTRICT OVERLAY ZONE

The purpose of the Mission Trails Design District is to provide supplemental development regulations for property surrounding Mission Trails Regional Park. The intent of these regulations is to ensure that development along the edges of Mission Trails Regional Park enhances the park's natural qualities and promotes the aesthetic and functional quality of park/urbanization relationships, while recognizing the right to reasonable development within the Design District.

CLAIREMONT MESA HEIGHT LIMIT OVERLAY ZONE

The purpose of the Clairemont Mesa Height Limit Overlay Zone is to provide supplemental height regulations for western Clairemont Mesa. The intent of these regulations is to ensure that the existing low profile development in Clairemont Mesa will be maintained and that public views from western Clairemont Mesa to Mission Bay and the Pacific Ocean are protected.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

The purpose of the Community Plan Implementation Overlay Zone is to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the community plan update process.

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(NOT SO)
BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
FOR THE SAN DIEGO REGION

APRIL 2002



401 B Street, Suite 900
San Diego, California 92101
(619) 699-1600 • Fax (619) 699-1930

NOTE: This listing only represents a guide of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. Always check with local jurisdictions for their preferred or applicable rates.

LAND USE	TRIP CATEGORIES (PRIMARY/DIVERTED/PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus W/O/U ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)*
AGRICULTURE (Open Space).....	[80:18:2]	2/acre**			10.8
AIRPORT	[78:20:2]				12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. **	8% (6:4)	0% (5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft **	9% (7:3)	15% (5:5)	
Heliports		100/acre**			
AUTOMOBILES*					2.0
Car Wash					
Automatic		900/site, 600/acre* *	4% (5:5)	9% (5:5)	
Self-serve		100/wash stall**	4% (5:5)	8% (5:5)	
Gasoline	[21:51:28]				
with Food Mart		160/vehicle fueling space**	7% (5:5)	18% (5:5)	
with Food Mart & Car Wash		185/vehicle fueling space**	8% (5:5)	9% (5:5)	
Older Service Station Design		180/vehicle fueling space, 900/station**	7% (5:5)	9% (5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall**	8% (7:3)	9% (4:4)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall**	8% (7:3)	11% (4:4)	
Auto Parts Sales		60/1000 sq. ft. **	4% (5:5)	10% (5:5)	
Quick Lube		40/service stall**	7% (6:4)	10% (5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7% (6:4)	11% (5:5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	8% (5:4)	8% (5:5)	5.1
COMMERCIAL/RETAIL*					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., 400/acre*	4% (7:3)	10% (5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., 500/acre*	4% (7:3)	9% (5:5)	5.2
(40-80 acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)					
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4% (6:4)	10% (5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drug store)					
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drug store, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre**	4% (6:4)	10% (5:5)	
Commercial Shops	[45:40:16]				4.3
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3% (6:4)	9% (5:5)	
Electronics Superstore		50/1000 sq. ft.**		10% (5:5)	
Factory Outlet		40/1000 sq. ft. **	3% (7:3)	9% (5:5)	
Supermarket		150/1000 sq. ft., 2000/acre**	4% (7:3)	10% (5:5)	
Drugstore		90/1000 sq. ft. **	4% (6:4)	10% (5:5)	
Convenience Market (15-16 hours)		50/1000 sq. ft. **	8% (5:5)	8% (5:5)	
Convenience Market (24 hours)		700/1000 sq. ft. **	9% (5:5)	7% (5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	7% (7:3)	9% (5:5)	
Discount Club		60/1000 sq. ft., 600/acre**	3% (6:4)	8% (5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	6% (7:3)	9% (5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	7% (6:4)	8% (5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	6% (6:4)	8% (5:5)	
Home Improvement Superstore		40/1000 sq. ft. **	6% (6:4)	9% (5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	3% (6:4)	8% (5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3% (6:4)	10% (5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		(110/1000 sq. ft., 200/acre* (commercial only) (5/dwelling unit, 200/acre* (residential only))	3% (6:4)	13% (5:5)	
EDUCATION					
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12% (8:2)	9% (6:4)	9.0
High School	[75:19:6]	1.3/student, 16/1000 sq. ft., 60/acre* **	20% (7:3)	10% (4:4)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft., 60/acre**	30% (6:4)	9% (4:4)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre**	32% (6:4)	9% (4:4)	3.4
Day Care	[29:58:14]	5/child, 80/1000 sq. ft. **	17% (5:5)	18% (5:5)	3.7
FINANCIAL*	[35:42:23]				3.4
Bank (Walk-in only)		150/1000 sq. ft., 1000/acre**	6% (7:3)	8% (4:4)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	8% (6:4)	10% (5:5)	
Drive-Through only		250 (125 one-way)/lane*	16% (5:5)	13% (5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%	9%	
Drive-Through only		100 (50 one-way)/lane**	4%	15%	
HOSPITAL	[73:26:2]				8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8% (7:3)	10% (4:4)	
Convalescent/Nursing		3/bed**	7% (6:4)	7% (4:4)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre**	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11% (9:1)	12% (2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14% (8:2)	15% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19% (9:1)	20% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7:3)	15% (4:4)	
Storage		2/1000 sq. ft., 0.2/auil, 30/acre*	6% (5:5)	9% (5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16% (9:1)	14% (1:9)	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:4)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Sanis, Salinas Beach, Vista and County of San Diego.
ADVISORY/ALIAS MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED:PASS-BY) ^a	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN-OUT ratio) Between 6:00-9:30 A.M. Between 3:00-6:30 P.M.		TRIP LENGTH (Miles) ^b		
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10% (5:5)	3.9	
LODGING	[58:38:4]					7.6	
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		6/occupied room, 100/acre*	8%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[62:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., 300/acre*	14%	(9:1)	13%	(2:8)	8.8
(less than 100,000 sq. ft.)							
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., 600/acre*	13%	(9:1)	14%	(2:8)	10.0
(more than 100,000 sq. ft., 6+ stories)							
Office Park (400,000+ sq. ft.)		12/1000 sq. ft., 200/acre**	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	8%		7%		
Community (not including mail drop lanes)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (with mail drop lanes)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way/lane)*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]						5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	4%		8%		
Regional (developed)		20/acre*	13%	(5:5)	9%	(5:5)	
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site**					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			8%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		60/acre*					
RECREATION							6.3
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane**	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course**	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre**	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/sest*					
Indoor Arena		30/acre, 0.1/sest*					
Racetrack		40/acre, 0.6/sest*					
Theaters (multiplex w/malline)	[66:17:17]	80/1000 sq. ft., 1.8/sest, 360/screen*	13%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural		12/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 1-2 DU/acre)							
Single Family Detached		10/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre)							
Condominium		8/dwelling unit**	8%	(2:8)	10%	(7:3)	
(or any multi-family 6-20 DU/acre)							
Apartment		6/dwelling unit**	8%	(2:8)	9%	(7:3)	
(or any multi-family units more than 20 DU/acre)							
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	8%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT*	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/sest, 500/acre**	7%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/sest, 1000/acre**	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/sest, 3000/acre**	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	8%	(6:4)	7%	(5:5)	
Deli/Cafeteria (7am-4pm)		150/1000 sq. ft., 11/sest*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/day, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marina Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 nd /parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)**	14%	(7:3)	15%	(3:7)	

* Primary source: San Diego Traffic Generators.

^a Other sources: ITE Trip Generation Report (6th Edition), Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

^b Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990).

PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance is 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

^c Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

^d Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

^e Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$

^f Fitted curve equation: $1 = -2.169 \ln(x) + 12.85$ } $1 = \text{trips/DU, } d = \text{density (DU/acre), DU = dwelling unit}$

^g Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data review and other sources ^h):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community	30%
Neighborhood	40%
Specialty Retail Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	60%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

^h Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Park&Velayos^{LLP}

Exhibit E

Land Use: 948

Automated Car Wash

Description

Automated car washes are facilities that allow for the mechanical cleaning of the exterior of vehicles. Manual cleaning and car detailing services may also be available at these facilities. Self-service car wash (Land Use 947) is a related use.

Additional Data

The sites were surveyed in the 2000s in New Jersey, New York and Washington.

Source Numbers

552, 555, 585, 599

Land Use: 948

Automated Car Wash

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

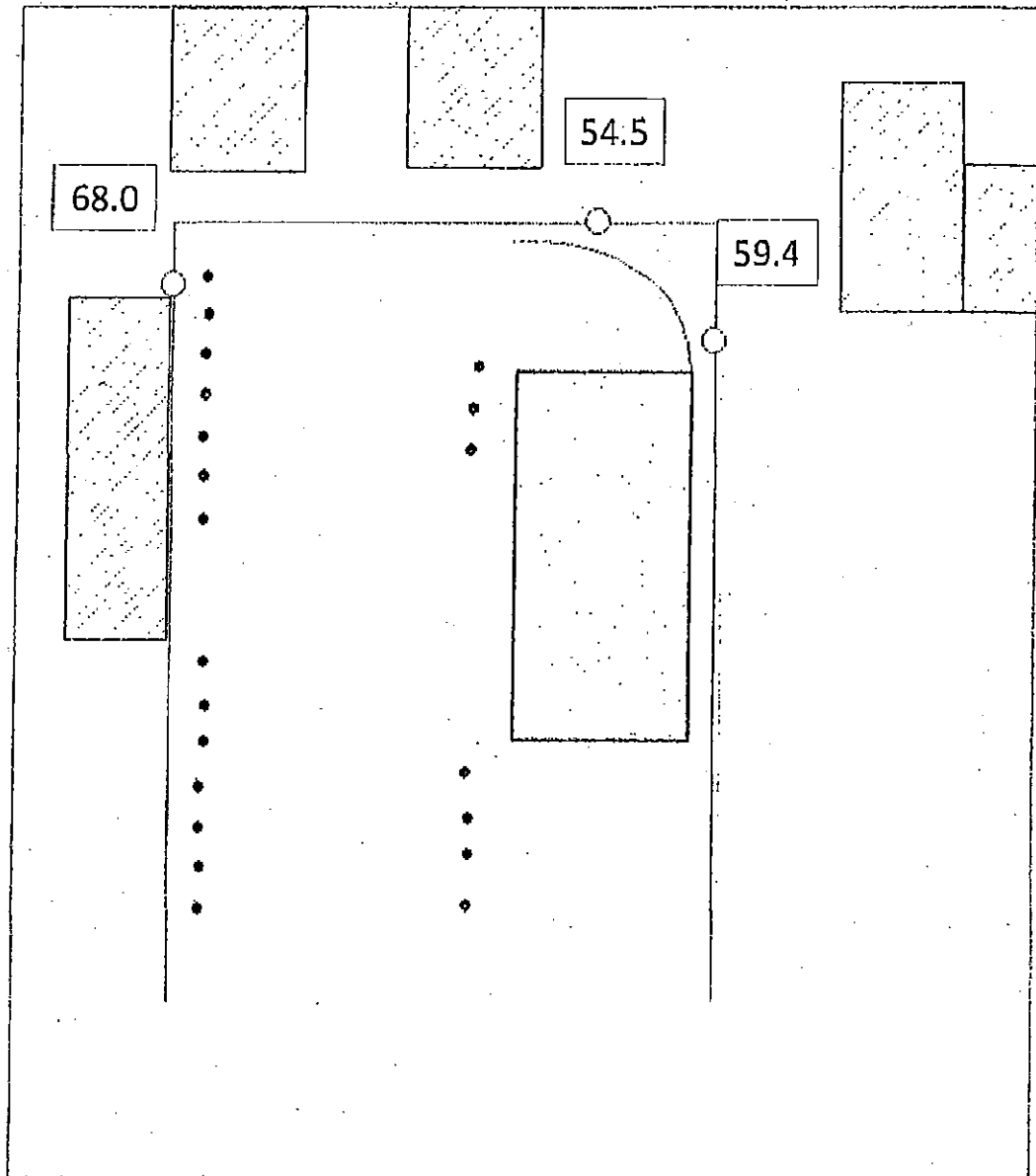
Users are cautioned to use data with care because of the small sample size.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday P.M. Peak Hour of Adjacent Street Traffic	14.12	2	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	14.12	2	1	50% entering, 50% exiting
Wash Stalls				
Saturday Peak Hour of Generator	41	1	1	46% entering, 54% exiting

Park&Velayos^{LLP}

Exhibit F

EXHIBIT D
PROJECT NOISE LEVELS
PROJECT SCENARIO



ORDINANCE NO. 2015-5

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD AMENDING THE LAKEWOOD MUNICIPAL CODE AND THE ZONING ORDINANCE CLARIFYING THAT PORTION OF THE LAKEWOOD MUNICIPAL CODE PERTAINING TO CARWASHES AND LIMITATIONS OF USES PERMITTED IN COMMERCIAL ZONES

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES ORDAIN AS FOLLOWS:

SECTION 1. Article IX Planning - Zoning of the Lakewood Municipal Code is hereby amended as provided in this Ordinance pursuant to Public Hearings before the Planning and Environment Commission and the City Council.

SECTION 2. CEQA. The City Council finds that an Initial Study has been prepared for the proposed project, pursuant to Section 15063 of the California Environmental Quality Act Guidelines, as amended. A Negative Declaration has been prepared for the project, pursuant to Section 15070, et. seq., of the Guidelines. The project was found to have no significant effect on the environment. Therefore, said Negative Declaration is hereby approved.

SECTION 3. PURPOSE. This purpose of this ordinance is to clarify that portion of the Lakewood Municipal Code pertaining to carwashes and limitations of uses permitted in commercial zones.

SECTION 4. Section 9341. Limitations of Uses Permitted of Part 4 C-1 (Neighborhood Commercial) Zone Regulations of Chapter 3 Zoning of Article IX of the Lakewood Municipal Code is amended by modifying Subsection 9341.B to read as follows:

9341. LIMITATIONS OF USES PERMITTED. Every use permitted in a C-1 Zone shall be subject to the following conditions and limitations:

B. All uses shall be conducted wholly within a building except a plant nursery, gasoline, oil or petroleum product pumps, newsstand, outdoor advertising, commercial parking lots, vehicular parking and loading spaces, vacuums, vacuum stations, and other outdoor equipment and activities normally associated with a carwash as permitted in conjunction with such facilities, and other outdoor accessory uses, displays, and storage, which are normal and incidental to the primary permitted commercial use, ~~and outdoor displays and storage~~ where otherwise allowed or authorized by this Part. No required vehicle storage space or landscaped area shall be devoted to outdoor displays or storage.

SECTION 5. Section 9347. Uses Permitted of Part 4a C-3 (Intermediate Commercial) Zone Regulations of Chapter 3 Zoning of Article IX of the Lakewood Municipal Code is amended by modifying Subsection 9347.C to read as follows:

9347. USES PERMITTED.

C. RESTRICTIONS ON CERTAIN USES. Notwithstanding ~~that~~ the foregoing, the following uses are permitted provided that said use or the parking facilities thereof are located more than two hundred feet from the boundaries of any land zoned for residential use:

~~1. Automobile wash racks, mechanical~~

21. Bars, cocktail lounges, or any establishment offering alcoholic beverage for sale for consumption on the premises.

SECTION 6. Section 9347. Uses Permitted of Part 4a C-3 (Intermediate Commercial) Zone Regulations of Chapter 3 Zoning of Article IX of the Lakewood Municipal Code is amended by modifying Subsection 9347.D to read as follows:

9347. USES PERMITTED.

D. USES PERMITTED SUBJECT TO CONDITIONAL USE PERMIT. The following uses are permitted provided that in each instance a conditional use permit has been obtained and continues in full force and effect:

11. Vehicle wash racks, carwashes, or any permanent facility offering hand and/or mechanical washing, which includes detailing, waxing, or cleaning of non-commercial vehicles, and whether self- or full-service. Carwash facilities may include outdoor vacuums, vacuum stations, and other outdoor equipment and activities normally associated with a carwash. Other activities and uses may co-locate with a carwash as deemed acceptable by the Planning and Environment Commission.

SECTION 7. SEVERABILITY. The City Council hereby declares it would have passed this Ordinance sentence by sentence, paragraph by paragraph and section by section, and does hereby declare the provisions of this Ordinance are severable, and if for any reason any section of this Ordinance should be held invalid, such decision shall not affect the validity of the remaining parts of this Ordinance.

SECTION 8. CERTIFICATION. The City Clerk shall certify to the adoption of this Ordinance. The City Council hereby finds and determines there are no newspapers of general circulation both published and circulated within the City and, in compliance with Section 36933 of the Government Code, directs the City Clerk to cause said Ordinance within fifteen (15) days after its passage to be posted in at least three (3) public places within the City as established by ordinance. This Ordinance shall take effect thirty (30) days after its adoption.

ADOPTED AND APPROVED this ____ day of _____, 2015, by the following roll call vote:

	AYES	NAYS	ABSENT
Council Member DuBois	_____	_____	_____
Council Member Rogers	_____	_____	_____
Council Member Piazza	_____	_____	_____
Council Member Croft	_____	_____	_____
Mayor Wood	_____	_____	_____

Mayor

ATTEST:

City Clerk

DIVIDER SHEET

Legislation

RESOLUTION NO. 2015-42

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LAKEWOOD APPOINTING _____ TO
THE COMMUNITY SAFETY COMMISSION REPLACING
SCOTT BAUMAN

THE CITY COUNCIL OF THE CITY OF LAKEWOOD DOES RESOLVE AS FOLLOWS:

SECTION 1. Resolution No. 2015-12 of the City Council pertaining to the appointment of members to the various commissions is amended as provided in this Resolution.

SECTION 2. Section 1 of said resolution pertaining to residents of the City of Lakewood appointed member of the Community Safety Commission for a term of two years, terminating with the second Council Meeting following the bi-annual municipal election is hereby amended by replacing Scott Bauman with _____, a resident of the City of Lakewood.

SECTION 3. The appointment of _____ herein contained shall be effective upon said member taking the Constitutional Oath of Office and filing the Statement of Economic Interest within the time and manner specified in the Conflict of Interest Code of the City of Lakewood.

ADOPTED AND APPROVED THIS 28TH DAY OF JULY, 2015.

Mayor

ATTEST:

City Clerk

D I V I D E R S H E E T

Reports

COUNCIL AGENDA

July 28, 2015

TO: The Honorable Mayor and City Council

SUBJECT: LED Streetlight Upgrade Project

INTRODUCTION

Lakewood's city owned street light system has been operated and maintained by City Light and Power (CLP) since 1998. CLP has been monitoring and analyzing the potential to upgrade the City's street lights to energy efficient LED fixtures for several years. Over time, the cost of the fixtures has reduced while the warranty period has increased. In addition, Southern California Edison (SCE) currently has very attractive rebate and on-bill financing programs that make this now the time to consider undertaking an upgrade of the system. In addition, SCE has notified us that they will soon end their program of selling SCE owned street lights to local jurisdictions, so now is also the time to consider requesting an estimate for purchase of SCE street lights in Lakewood.

STATEMENT OF FACT

The City of Lakewood owns 5,410 street lights that are all on L-3 metered circuits. This means that the City pays SCE only for the energy used. Presently, the street lights are high pressure sodium vapor fixtures and lamps, but changing them to LED fixtures would produce substantial energy and cost savings. CLP has proposed to undertake a project to change our city owned street lights to LED fixtures. CLP proposes to purchase the street light fixtures and associated components, remove the existing HPSV fixtures and dispose of them, and install the new LED fixtures. They have estimated the cost of the project at \$1,655,000. Since they would have performed a group relamping twice more under the remaining term of their 25 year agreement with the City, they propose to provide a \$130,000 credit for this service which they would apply directly to the estimated upgrade cost, reducing the total to \$1,525,000.

The project capital cost can be off-set by a combination of rebates and on-bill financing (OBF) paid by the energy savings. Staff has met with our SCE Account Representative Damon Hannaman who confirmed the information that CLP provided on these two key SCE programs. Based upon our present street light inventory, we can expect a rebate of \$676,682 once all of the new fixtures are installed, leaving a balance of \$848,318 for the SCE zero percent interest OBF program. The city can take up to 10 years to pay for this balance with the energy savings from the upgrade. CLP calculates that we will save just over \$160,000 per year at SCE's current LS-3 rates, which will likely increase in the future. CLP estimates that we will pay off the upgrade in about 6 years.

The rebates and the OBF would be processed in groups of 25 circuits as required SCE. CLP will prepare all of applications and handle all of the billings. Since there will be approximately 7 project groups, staff requests that the City Manager be authorized to sign all necessary documents for the SCE rebates and OBF program. CLP will immediately begin the application

process for both programs so that we can be assured that the funds will be available to the city when they are needed. Payment of the rebate for each group will take about 6-8 weeks after completion of the upgrade, and the OBF will take a bit longer to process and approve. Once the OBF has been approved, SCE will issue a check for the amount of the loan and add the payment to our energy bill for our LS-3 account, which will be approximately the amount of our energy savings. As each of the seven projects is approved, the amounts on the bills will be adjusted to reflect the increase in the OBF payment offset by the energy savings. The entire upgrade should take less than one year to complete.

SCE Street Light Purchase Estimate


City Staff and CLP have been considering the benefits of acquiring the SCE owned street lights in Lakewood. Approximately 18 months ago, SCE announced a program of allowing local jurisdictions to purchase the SCE owned street lights under a PUC approved formula that was calculated upon the depreciated value of the street light poles and fixtures. The City could operate and maintain those street lights at a substantially lower cost than is charged by SCE for their street lights. In order to consider the purchase, SCE will prepare an estimate which will be submitted to the city for review. The estimate will be valid for a period of one year. Recently, staff was notified that this program will be ending. Cities wishing to participate must pay the \$10,000 estimate fee prior to August 15th to get into the queue before the program closes. There are 66 cities that have already paid the fee and are awaiting their estimates. We will have sufficient time to analyze the cost of the purchase together with any upgrades that we may wish to make, such as changing to LED fixtures or metered circuits, as well as arranging with CLP to add the SCE lights to their contract for maintenance and operation.

RECOMMENDATION

Staff recommends that the City Council:

1. Authorize upgrade of the City-owned street light system to energy efficient LED fixtures by the City's service provider City Light and Power,
2. Authorize application for SCE rebates and on-bill financing and authorize the City Manager to sign the applications and documents,
3. Authorize staff to request SCE to provide an estimate for purchase of the SCE street lights in Lakewood for a fee of \$10,000,
4. Appropriate \$10,000 for the SCE fee for the purchase estimate.

Lisa Ann Rapp 
Director of Public Works

Howard L. Chambers
City Manager 



City Light & Power, Inc.
8312 S. Ridders Green Cir.
Suite 200E
Greenwood Village, CO 80111
Tel 720 305 0400

July 20, 2015

Lisa Rapp
Director of Public Works
City of Lakewood
5050 N. Clark Avenue
Lakewood, CA 90712

RE: City-Wide LED Street Light Conversion

Dear Ms. Rapp:

City Light & Power, Inc. (CLP) is pleased to submit a budget to convert the City's street light fixtures from High Pressure Sodium (HPS) to Light Emitting Diode (LED) fixtures. Below is a detailed description of the proposed project.

CLP will purchase street light fixtures and associated components required to convert the City's street light system to LED. CLP will remove the existing HPS fixtures, including lamps, and replace them with new LED fixtures. The street light poles, wiring and metered services will remain the same. CLP will dispose of the existing HPS street lights and lamps.

CLP's pricing is based on fixtures manufactured by Leotek, and based on the various HPS wattages throughout the City, CLP will utilize three different models of Leotek's GreenCobra Series: the GreenCobra Junior (GCJ), GreenCobra Midsize (GCM) and GreenCobra (GC1). These fixtures all have field-adjustable drive currents and will be set at the factory at the appropriate setting to replace the corresponding HPS fixtures. The drive currents can be adjusted after they are installed if more or less lighting is desired.

The total cost of the conversion is approximately \$1,655,000 and includes ANSI 7-pin photocell receptacles and shorting caps. CLP will provide an O&M maintenance credit of \$130,000 for the relamping portion of our maintenance responsibilities which is anticipated to no longer exist after the LED conversion (this is approximately \$24 per light or \$3.20 per light per year for the remainder of the existing contract). However, CLP will still need to clean the fixtures periodically to remove light diminishing elements. CLP will continue to perform the remaining O&M activities, other than relamping, such as utility locates, knockdowns, conduit damage, responding to emergencies 24/7, third-party inspections, billing analysis, washing the fixtures on a rotating schedule, etc. This credit will be used to reduce the conversion budget bringing the net cost to \$1,525,000.

In addition to the benefit of a new, modern street light system, the City will realize recurring energy savings and will be eligible for Southern California Edison (SCE) rebates. The projected annual energy savings from this project is approximately \$163,000 per year for the first year with additional savings as SCE raises energy costs.

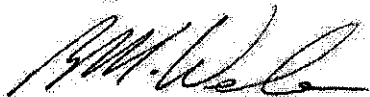
The cost of the conversion will be covered using a combination of rebates from SCE and On Bill Financing from SCE. The SCE rebate is a one-time payment and is based on a unit cost per HPS light converted. The rebates have to be broken into no more than 25 service accounts (each service account is equal to one LS-3 street light circuit) and will be paid after each project is complete. Based on the number of services in the City of Lakewood, this would equate to approximately 7 projects. Based on the information provided to CLP from the SCE representative, the anticipated rebate would be \$676,682. While it is not necessary to apply for the rebates prior to project commencement, CLP recommends that the City do so in order to reserve and secure the funds before starting the project. The approval process for this is approximately 6 – 8 weeks. CLP will work directly with SCE to complete the paperwork and applications required for these rebates.

SCE's On Bill Financing (OBF) is a zero interest loan from SCE that pays the difference between the cost of the conversion and the rebates. In this case, the projected cost of the conversion is \$1,525,000, less the rebates of \$676,682, leaving a balance of \$848,318. The OBF will cover this difference and be spread over a number of years, (not to exceed 10), and will roughly offset the energy savings the City would have realized if the OBF was not applied. CLP is estimating this OBF to last approximately 6 years based on the loan amount and projected energy savings as stated above. Final OBF amount and term will be determined by SCE after applications are processed. CLP will work directly with SCE to complete the paperwork and applications required for the OBF.

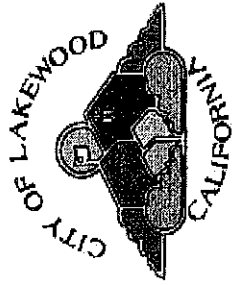
City Light & Power has enjoyed the partnership with the City of Lakewood over the past 17 years and would like to continue this relationship into the future. Therefore, CLP is proposing an extension of the service contract by 10 years from the date the LED upgrade is complete. This is also a term that coincides with the term of the fixture warranty.

If you have any questions, please call me at (720) 305-0399.

Sincerely,

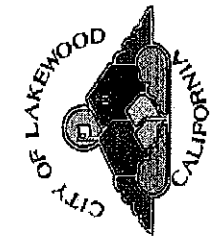


Brad M. Weber
Chief Estimator



City of Lakewood Current Street Light Inventory (City-Owned)

Existing HPS Wattage	Proposed LED Wattage	Quantity (LS-3)	SCE Rebate	Extension
50	24	7	\$ 90	\$ 630
70	24	0	\$ 98	\$ -
100	38	3,452	\$ 114	\$ 393,528
150	74	644	\$ 132	\$ 85,008
200	104	1,107	\$ 140	\$ 154,980
250	138	192	\$ 212	\$ 40,704
310	183	3	\$ 264	\$ 792
400	197	5	\$ 208	\$ 1,040
Totals		5,410	\$	\$ 676,682



City of Lakewood LED Conversion Projected Energy Savings

LS-3 Energy Rate \$ 0.07274 (As of 6/1/15)

System Type	System Details				Utility Service Cost		
	Quantity	Watts / Unit	kW	Run Hrs / Year	kWh/Year	\$/kWh	Energy \$/Year
Current System (HPS)							
Year: 2015							
50 HPS	7	58	0.41	4,140	1,681	\$ 0.07274	\$ 122
100 HPS	3,452	117	404	4,140	1,672,080	\$ 0.07274	\$ 121,627
150 HPS	644	193	124	4,140	514,569	\$ 0.07274	\$ 37,430
200 HPS	1,107	246	272	4,140	1,127,413	\$ 0.07274	\$ 82,008
250 HPS	192	313	60	4,140	248,797	\$ 0.07274	\$ 18,098
310 HPS	3	383	1	4,140	4,757	\$ 0.07274	\$ 346
400 HPS	5	485	2	4,140	10,040	\$ 0.07274	\$ 730
Total	5,410		865	28,980	3,579,336		\$ 260,361
Converted System (LED)*							
Year: 2015							
24 LED	7	24	0.2	4,140	696	\$ 0.07274	\$ 51
38 LED	3,452	38	131	4,140	543,069	\$ 0.07274	\$ 39,503
74 LED	644	74	48	4,140	197,296	\$ 0.07274	\$ 14,351
104 LED	1,107	104	115	4,140	476,630	\$ 0.07274	\$ 34,670
138 LED	192	138	26	4,140	109,693	\$ 0.07274	\$ 7,979
183 LED	3	183	1	4,140	2,273	\$ 0.07274	\$ 165
197 LED	5	197	1	4,140	4,078	\$ 0.07274	\$ 297
Total	5,410		322	28,980	1,333,734		\$ 97,016
Total Savings / (loss)			542		2,245,602		\$ 163,345

*Using Leotek Fixtures

**Meters are not included in this analysis as they are not changing when converting from HPS to LED

DIVIDER SHEET

*Successor
Agency*

**CITY OF LAKEWOOD SUCCESSOR AGENCY - PROJECT AREAS
FUND SUMMARY 7/9/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 61 through 61. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

2902	ENFORCEABLE OBLIGATIONS	736.75
		<hr/>
		736.75

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

**CITY OF LAKEWOOD SUCCESSOR AGENCY - PROJECT AREAS
SUMMARY CHECK REGISTER**

<u>CHECK #</u>	<u>CHECK DATE</u>	<u>VEND #</u>	<u>VENDOR NAME</u>	<u>GROSS</u>	<u>DISC.</u>	<u>CHECK AMOUNT</u>
61	07/09/2015	4428	COLANTUONO HIGHSMITH & WHATLEY PC	736.75	0.00	736.75
			Totals:	<u>736.75</u>	<u>0.00</u>	<u>736.75</u>

CITY OF LAKEWOOD SUCCESSOR AGENCY - PROJECT AREAS
FUND SUMMARY 7/23/2015

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 62 through 63. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

2902	ENFORCEABLE OBLIGATIONS	10,135.00
		<hr/>
		10,135.00

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

**CITY OF LAKEWOOD SUCCESSOR AGENCY - PROJECT AREAS
SUMMARY CHECK REGISTER**

<u>CHECK #</u>	<u>CHECK DATE</u>	<u>VEND #</u>	<u>VENDOR NAME</u>	<u>GROSS</u>	<u>DISC.</u>	<u>CHECK AMOUNT</u>
62	07/23/2015	4659	CASE ANYWHERE LLC	120.00	0.00	120.00
63	07/23/2015	4428	COLANTUONO HIGHSMITH & WHATLEY	10,015.00	0.00	10,015.00
Totals:				<u>10,135.00</u>	<u>0.00</u>	<u>10,135.00</u>

DIVIDER SHEET

Housing Successor

**CITY OF LAKEWOOD SUCCESSOR AGENCY - HOUSING
FUND SUMMARY 7/16/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 57 through 57. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

3901	HOUSING SUCCESSOR AGENCY	18,000.00
		<hr/>
		18,000.00

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

**CITY OF LAKEWOOD SUCCESSOR AGENCY - HOUSING
SUMMARY CHECK REGISTER**

<u>CHECK #</u>	<u>CHECK DATE</u>	<u>VEND #</u>	<u>VENDOR NAME</u>	<u>GROSS</u>	<u>DISC.</u>	<u>CHECK AMOUNT</u>
57	07/16/2015	4778	REYNOLDS. KRISTINA AND	18,000.00	0.00	18,000.00
Totals:				<u>18,000.00</u>	<u>0.00</u>	<u>18,000.00</u>

**CITY OF LAKEWOOD SUCCESSOR AGENCY - HOUSING
FUND SUMMARY 7/23/2015**

In accordance with section 2521 of the Lakewood Municipal Code there is presented herewith a summary of obligations to be paid by voucher 58 through 58. Each of the following demands has been audited by the Director of Administrative Services and approved by the City Manager.

3901	HOUSING SUCCESSOR AGENCY	186.00
		<hr/>
		186.00

Council Approval

Date

City Manager

Attest

City Clerk

Director of Administrative Services

**CITY OF LAKEWOOD SUCCESSOR AGENCY - HOUSING
SUMMARY CHECK REGISTER**

<u>CHECK #</u>	<u>CHECK DATE</u>	<u>VEND #</u>	<u>VENDOR NAME</u>	<u>GROSS</u>	<u>DISC.</u>	<u>CHECK AMOUNT</u>
58	07/23/2015	40572	CHICAGO TITLE CO	186.00	0.00	186.00
Totals:				<u>186.00</u>	<u>0.00</u>	<u>186.00</u>