

NOTICE

COMPTON CITY COUNCIL AGENDA Tuesday, February 13, 2018 5:30 PM

HEARING

5:35 P.M. - PUBLIC HEARING - TO APPROVE A GENERAL PLAN AMENDMENT TO AMEND THE EXISTING GENERAL PLAN LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO GENERAL COMMERCIAL (GC) AT 961 S. WILMINGTON AVEUNE, (ASSESSOR'S PARCEL NUMBER 6141-013-002) (Item #5)

OPENING

MOMENT OF SILENCE

ROLL CALL

INTRODUCTION OF SPECIAL GUESTS

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

CONSENT AGENDA

Consent items are routine and expected to be non-controversial. They will be acted upon by the Council at one time without discussion unless a Council Member requests an item be removed or discussed.

APPROVAL OF MINUTES

1. JANUARY 16, 2018

REPORTS OF OFFICERS AND COMMISSIONS

END CONSENT AGENDA

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

CITY MANAGER'S REPORT

2. A REQUEST TO SCHEDULE A PUBLIC HEARING - TO APPROVE A PROPOSED SUBDIVISION TO SUBDIVIDE AN EXISTING 93,510 SQUARE FOOT INDUSTRIAL LOT INTO THREE SEPARATE SMALLER PARCELS FOR FUTURE DEVELOPMENT AS A RETAIL COMMERCIAL CENTER AT 2200 WEST ARTESIA BOULEVARD TENTATIVE PARCEL MAP NO. 75002 (March 6, 2018 at 5:35 p.m.)
3. A REQUEST TO SCHEDULE A PUBLIC HEARING TO CONSIDER AN APPEAL OF A VARIANCE DENIAL TO WAIVE THE REQUIREMENT TO PROVIDE AN ONSITE GARAGE AND TO PERMIT AN UNAUTHORIZED CONVERTED GARAGE TO REMAIN AS LIVING SPACE AT 522 W. PEACH STREET (March 6, 2018 at 5:45 p.m.)

CITY ATTORNEY'S REPORTS

CLOSED SESSION

4. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Title: City Manager
Pursuant to California Government Code Section 54957

UNFINISHED BUSINESS

NEW BUSINESS

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 17-000001 TO AMEND THE LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL TO GENERAL COMMERCIAL FOR A PROPERTY LOCATED AT 961 SOUTH WILMINGTON AVENUE
6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE 2017-2018 FISCAL YEAR BUDGET TO TRANSFER FUNDS BETWEEN ACCOUNTS AND AUTHORIZE THE ISSUANCE OF A PURCHASE ORDERS TO MUNICIPAL EMERGENCY SERVICES, INC. AND ALLSTAR FIRE EQUIPMENT, INC. FOR THE PURCHASE OF FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT (\$277,248.35)

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR RUSH TRUCK CENTERS OF CALIFORNIA, INC. TO PROVIDE PARAMEDIC AND COMMAND VEHICLE MAINTENANCE AND REPAIR FOR FISCAL YEAR 2017-2018 (\$20,000)
8. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON, CALIFORNIA, AMENDING SECTION 21-1 OF CHAPTER XXI OF THE COMPTON MUNICIPAL CODE RELATING TO RECYCLING AND INTEGRATED WASTE MANAGEMENT (First Reading)
9. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INSTALLATION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR LOS ANGELES AIR CONDITIONING, INC. FOR REPLACING THE ROOFTOP PACKAGED UNITS AT THE COMPTON FIRE STATION NO. 3 LOCATED AT 1133 WEST ROSECRANS AVENUE (\$53,420)
10. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING THE EMERGENCY REPLACEMENT OF THE HVAC SYSTEM AT THE CAREERLINK FACILITY BY BENSON SYSTEMS AND THE ISSUANCE OF A PURCHASE ORDER (\$63,702.79)
11. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING THE RESULTS OF THE SPECIAL MUNICIPAL ELECTION HELD IN SAID CITY ON JANUARY 23, 2018

APPROVAL OF WARRANTS

12. Warrant # 243553 - Date - 2/8/18 - Name - League of Calif Cities - Services - Annual membership fee - Amount - \$26,836.00 - Requested by: City Manager

Warrant # 243560 - Date - 2/8/18 - Name - State Water Resources Control Board - Services - Water system and annual fee - Amount - \$40,568.00 - Requested by: Water

Warrant # 243561 - Date - 2/8/18 - Name - Yale/Chase Equip and Servs Inc - Services - Maintenance, repair, and replace of fuel level gauge - Amount - \$3,231.69.00 - Requested by: Water

Warrant # 243563 - Date - 2/8/18 - Name - Government Finance Officers Assoc. Services - Webinar for City Controller - Amount - \$255.00 - Requested by: City Controller

Total amount: \$75,737.78

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: Tuesday, February 20, 2018 @ 5:30 PM.

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<http://www.comptoncity.org/officials/clerk/agendas/video.asp>*

JANUARY 16, 2018

The Compton City Council meeting was called to order at 5:42 p.m. in the Council Chambers of City Hall by Mayor Aja Brown. The Pledge of Allegiance and Moment of silence ceremonies were also led by Mayor Aja Brown.

ROLL CALL

Council Members Present – Zurita, McCoy, Sharif, Brown

Council Members Absent – Galvan (Entered at 6:07 p.m.)

Other Officials Present: C. Cornwell, A. Godwin, C. Rhambo, Jr.

5:35 P.M. PUBLIC HEARING - TO APPROVE A PROPOSED TENTATIVE PARCEL MAP TO SUBDIVIDE AN EXISTING 93,510 SQUARE FOOT LOT INTO THREE SEPARATE SMALLER PARCELS FOR FUTURE DEVELOPMENT AS A RETAIL COMMERCIAL CENTER AT 2200 W. ARTESIA BOULEVARD

On motion by Zurita, seconded by McCoy, the hearing was opened at 5:43 p.m. by the following vote on roll call:

AYES: Council Members – Zurita, McCoy, Sharif, Brown

NOES: Council Members - None

ABSENT: Council Members - Galvan

Robert Delgadillo, Planning Department Director, requested that the hearing be re-scheduled.

Councilmember Zurita withdrew her motion and Councilmember McCoy withdrew her second.

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

Robert Ray, Compton resident, urged the residents of the community to vote ‘NO’ on both Measures C and I on the January 23, 2018 election, noting that the marijuana industry will create more crime in the City. Mr. Ray also stressed the importance of emergency preparedness.

Benjamin Holifield, President-Compton Business Chamber, stated that he is in the business of growing money as well as healthy vegetables in the City. Mr. Holifield questioned what would happen to the City in terms of reinvesting in the community if marijuana sales are allowed in Compton. Mr. Holifield concluded by requesting a report from PRISM regarding the ‘Welcome to Compton’ signage near the Gateway Shopping Center.

Connie Halbig, Compton resident, opposed the idea of the Union Mission on Rosecrans Avenue, noting that there is a basketball court proposed for the roof of the mission. She further asserted that if a basketball were to be thrown over into the street, it could create a serious traffic accident. Ms. Halbig then commented that the District 2 Councilmember is not present, however, he is still being paid.

Floyd Smith, Compton resident, spoke regarding documents he submitted to the Council on December 20, 2017, whereby he highlighted the City’s and unincorporated boundaries including the area of Rancho Dominguez, noting that he will be contacting Senator Diane Feinstein regarding land issues in the City of Compton. Mr. Smith then noted that the Union Rescue Mission does not have permission to operate.

Janice Jackson, Compton resident, addressed the Council stating that she had submitted a request for Planning Commission meeting minutes relative to the Variance hearing for the Union Rescue Mission hearing held on December 20, 2017, however, she was informed that there were none. Ms. Jackson spoke in opposition to the Union Rescue Mission in the City of Compton. She also complained about the excessive absences of the District 2 Councilmember.

Kim DeLay-Manning, Compton resident, addressed the Council and requested clarification on how parking tickets are issued, noting that cars parked in the red zone on 156th and Central have not been ticketed. Ms. DeLay-Manning also questioned why there was not a Dr. Martin Luther

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King, Jr. birthday celebration in the City of Compton. Ms. DeLay-Manning further commented that it takes several weeks to collect the discarded Christmas trees, and further complained about the difficulty she has experienced in obtaining resolutions, and concluded by complained about the brown water coming from her water faucets.

Juan Carrillo, Compton resident, spoke before the Council regarding the brown and unhealthful water in the City. Mr. Carrillo also spoke regarding the method by which the marijuana issue has been brought before the people in the City, noting that there must be more transparency as well as steps taken to combat environmental racism and gentrification. He further emphasized that we must educate and empower our people regarding cannabis.

Cindy Santoyo, Compton resident, quoted Dr. Martin Luther King, Jr. stating: “He who passively accepts evil is as much involved in it as he who helps to perpetrate. He who accepts evil without protesting against it is really cooperating with it.” She further asked what kind of banking systems will be used for the cannabis industry, since marijuana is still considered illegal by the federal government.

Donald Smith, Compton resident, addressed the issue of voter apathy, noting that the citizens feel like their votes will not make a difference. Mr. Smith questioned why the City is voting on the marijuana issue. Mr. Smith then noted that Demmeno/Kerdoon located at 200 N. Alameda Street, performs independent water testing and further requested that the Air Quality Management District (AQMD) must be contacted to determine what recourses the community has for clearing up their water. Mr. Smith concluded by complaining about the poor condition of his street, noting that he had experienced severe damage to his vehicle.

Barbara Calhoun, former Councilwoman, questioned the Mayor regarding the street repair project plan for the various districts. Ms. Calhoun stated that she attended the community workshops regarding Measures C and I and then suggested that the City Manager provide copies of the power point presentations, so the residents may have an opportunity to study the presentation. Ms. Calhoun asserted the difficulties of being a Councilperson and added that the citizens have a right to redress the Councilmembers, as they are the representatives of the people.

Jackie Venters, Compton resident, stated that we should not bring a Rescue Mission in the middle of a residential area. Ms. Venters stated that law enforcement is not addressing the social issues associated with marijuana.

Bill Kempton, Compton resident, spoke regarding the hearing scheduled for today and commented that he had not been notified that the hearing had been rescheduled.

Joyce Kelly, Compton resident, acknowledged and thanked the City Attorney, City Clerk and City Manager for their assistance with the gala for the seniors at Dollarhide. Ms. Kelly then spoke out against the proposed Homeless Shelter on Rosecrans, asserting that Rosecrans is already too congested with traffic.

Lynn Boone, Compton resident, addressed the Council and stated that for the last 4 years, the City has not had a budget, nor credit rating. She also asserted that there have been no new projects performed by the present administration. Ms. Boone then alleged that the Mayor and her husband have been involved in illegal activity, and concluded by urging the residents to Vote ‘No’ on Measures C and I.

Mayor Brown cautioned Ms. Boone against defaming the character and reputation of her husband, a private citizen, with unfounded and unsubstantiated falsehoods.

Michael Harvey, Compton Water Department, addressed the issue of the brown water in the City, informing the residents that there is a problem with one of the City’s wells and the department is investigating to determine the exact problem and address the concerns. Mr. Harvey then noted that he will present a follow-up report to the City Manager.

Councilperson Zurita then requested that the City Manager agendize a full report on the City’s water treatment and water reservoirs. She further inquired as to whether the City meets the water testing requirements.

Mr. Harvey replied that the water undergoes weekly testing by an independent lab and the City’s water meets and exceeds all state and federal water safety standards.

Councilperson Zurita then asked why there is brown water in some areas of the City.

Mr. Harvey replied that because of the drought, the City has not been able to perform the volume of maintenance flushing of the water lines. Mr. Harvey then noted that the City is in the process of upgrading the system.

Mayor Brown asserted that the City must create a system to notify the residents in advance when the City is performing scheduled maintenance on the water mains.

5:45 P.M. PUBLIC HEARING - TO CONSIDER AN APPEAL OF A VARIANCE DENIAL TO WAIVE THE REQUIREMENT TO PROVIDE AN ONSITE GARAGE AND TO PERMIT AN ILLEGALLY CONVERTED GARAGE TO REMAIN AS LIVING SPACE AT 522 W. PEACH STREET

CONSENT AGENDA

APPROVAL OF MINUTES

- 1. DECEMBER 12, 2017
DECEMBER 19, 2017

On motion Zurita, seconded by McCoy the Consent Agenda was approved by the following vote on roll call:

AYES: Council Members - Zurita, Galvan, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - None

END CONSENT AGENDA

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

CITY ATTORNEY'S REPORTS

CLOSED SESSION

- 2. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION Stone v. City of Compton, LASC No. BC 633 631
Pursuant to California Government Code Section 54956.9(a)

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION One Potential Case
Pursuant to California Government Code Section 54956.9(b)

On motion by Zurita, seconded by Galvan, the Closed Session was approved by the following vote on roll call:

AYES: Council Members - Zurita, Galvan, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - None

UNFINISHED BUSINESS There was no Unfinished Business.

NEW BUSINESS

3. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ESTABLISHING AN ADDITIONAL PURCHASE ORDER FOR WILLIAM KALVIKOV DBA FIRE APPARATUS SOLUTIONS FOR MAINTENANCE AND REPAIR OF FIRE EMERGENCY APPARATUS (\$75,000)

On motion by Zurita, seconded by McCoy, **Resolution Number 24,725** entitled ‘**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON ESTABLISHING AN ADDITIONAL PURCHASE ORDER FOR WILLIAM KALVIKOV DBA FIRE APPA-RATUS SOLUTIONS FOR MAINTENANCE AND REPAIR OF FIRE EMERGENCY APPARATUS**’ was approved by the following vote on roll call:

AYES: Council Members - Zurita, Galvan, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - None

4. AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTIONS 7-21.1 THROUGH 7-25.16 (SEX OFFENDER RESIDENCY RESTRICTIONS) OF THE COMPTON MUNICIPAL CODE IN ITS ENTIRETY (First Reading)

On motion by Zurita, seconded by McCoy, the reading of the ordinance in full was waived by the following vote on roll call:

AYES: Council Members - Zurita, Galvan, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - None

(Councilman Galvan exited the meeting at 6:52 p.m.)

On motion by Zurita, seconded by Sharif, the Ordinance entitled ‘**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING SECTIONS 7-21.1 THROUGH 7-25.16 (SEX OFFENDER RESIDENCY RESTRICTIONS) OF THE COMPTON MUNICIPAL CODE IN ITS ENTIRETY**’ was placed on first reading by the following vote on roll call:

AYES: Council Members – Zurita, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - Galvan

WAIVER OF AGENDA ORDER TO CONSIDER SUSEQUENT NEED ITEM

On motion by Zurita, seconded by McCoy, the Council voted to waive the order of the agenda to consider a subsequent need item by the following vote on roll call:

AYES: Council Members - Zurita, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - Galvan

SUBSEQUENT NEED ITEM – REQUEST FOR FEE WAIVER FOR REPAST SERVICES FOR HELEN CUMBY

On motion by Zurita, seconded by McCoy, the Council voted to approve the fee waiver for the use of the Dollarhide facility for the repast services of Helen Cumby on January 20, 2018 by the following vote on roll call:

AYES: Council Members - Zurita, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - Galvan

APPROVAL OF WARRANTS

5. Warrant # 243172 - 1/10/18 - Name - MuniServices - Services - Utility User, SUTA, and Star tax services - Amount - \$25,889.12 - Requested by: City Manager

Warrant # 243174 - 1/10/18 - Name - Traffic Management INC - Services - Crowd control barriers for Christmas Parade and wood and metal for Public Works - Amount - \$4,924.98 - Requested by: City Manager

Total Amount - \$30,814.10

On motion by Sharif, seconded by McCoy, the above warrants were approved by the following vote on roll call:

AYES: Council Members - Zurita, McCoy, Sharif, Brown

NOES: Council Members - None

ABSENT: Council Members - Galvan

COUNCIL COMMENTS

Councilperson Zurita offered the following communications/announcements:

- Announced that volunteers are needed to assist the County of Los Angeles in counting the homeless population in Compton and urged everyone interested to contact the City's Housing Authority at 310-605-3080 or visit: TheyCountwillyou.com.
- Commented she and her daughter attended a very nice street re-naming event in honor of Dr. Martin Luther King, Jr. in the City of Carson, which was an historical event.
- Requested the City Clerk's assistance in creating a process whereby campaign signs (school board, Congressional, State, County etc.) by candidates must present a sign removal deposit which will be submitted to ensure that the signs will be removed after elections are held.
- Requested a complete report on what safeguard measures have been instituted in the City Treasurer's Office and other departments to prevent future embezzlements and protect the City's funds.
- Requested an audit and report on the senior busses, noting that she has received complaints from the seniors of the substandard condition of the buses.
- Adjourn in memory of **Teresa Lucille Caesar** and **Helen L. Cumby**.

Councilperson McCoy offered the following communications/announcements:

- Requested an update from the City Manager regarding the number of cars ticketed for illegally parking in the red zone on 156th Street and Central.
- Requested a status report on the proposed left-hand turn signal at Wilmington and Greenleaf Boulevard.
- Requested that the City Manager look into complaints that the street sweeping company is not cleaning certain streets in Sunny Cove.
- Invited the community to attend the Compton Creek clean-up on January 27, 2018 in conjunction with the Clean Compton Initiative beginning at 7 a.m. at the MLK, Jr. Monument.

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- Close in memory of **Mary Norwood** and **Horace Ward**.

Councilperson Sharif offered the following communications/announcements:

- Encouraged everyone to attend her Quarterly Business to Business Round Table meeting which will be held at the Dollarhide Community Center on January 24, 2018 beginning at 11 a.m.
- Invited the community to attend her 3rd District Town Hall meeting which will be held on January 27, 2018 at South park, whereby the community may provide input on certain issues and needed services at the park.
- Requested that the City of Compton make plans to participate in celebrating the legacy of Dr. Martin Luther King, Jr. for the following year.
- Adjourn in memory of **Margaret Dawson**.

Mayor Brown offered the following communications/announcements:

- Commented on the upcoming Special Election regarding Measures C and I concerning the sale of cannabis in the City, and indicated that the citizens will decide the issue. Mayor Brown then requested that the City Attorney and City Manager provide the Council with a policy to provide social equity for the citizens in the event that either of the measures is approved by the voters.
- Requested a status report on the proposed Union Rescue Mission Homeless Shelter in the City of Compton, noting that she has received numerous calls from residents opposed to the mission at that particular location.
- Urged the City Manager to provide follow-up information on the left-hand turn signal at Wilmington and Greenleaf Boulevard, as well as a status report on the PRISM signage at the Gateway Town Center.
- Commented that she had been in communication with the City's Lobbyist and further indicated that work is being done to ensure that the City receives environmental justice relative to noise pollution, emissions from vehicles and the impact of heavy traffic on the City's infrastructure. Mayor Brown stressed the importance of Compton receiving its fair share of state and federal resources to address and improve quality of life issues for the citizens of the community.

CLOSED SESSION

On motion by Zurita, seconded by Sharif, the Council voted to recess to Closed Session at 7:22 p.m. by the following vote on roll call:

AYES: Council Members - Zurita, McCoy, Sharif, Brown
NOES: Council Members - None
ABSENT: Council Members - Galvan

The meeting reconvened at 8:34 p.m.

ROLL CALL

Council Members Present: McCoy, Sharif, Brown
Council Members Absent: Zurita, Galvan

REPORT OUT OF CLOSED SESSION

Craig Cornwell, City Attorney reported out that all Council Members were present except for Council Member Galvan, and further indicated that there was no reportable action taken during the Closed Session.

ADJOURNMENT

On motion by Sharif, seconded by McCoy, the meeting was adjourned in memory of **Teresa Lucille Cesar, Helen Cumby, Margaret Dawson, Mary Norwood and Horace Ward** at 8:34 p.m. by the following vote on roll call:

- AYES:** Council Members – McCoy, Sharif, Brown
- NOES:** Council Members - None
- ABSENT:** Council Members - Zurita, Galvan

CITY CLERK OF THE CITY OF COMPTON

MAYOR OF THE CITY OF COMPTON

FEBRUARY 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

**SUBJECT: A REQUEST TO SCHEDULE A PUBLIC HEARING – TO APPROVE A
PROPOSED SUBDIVISION TO SUBDIVIDE AN EXISTING 93,510
SQUARE FOOT INDUSTRIAL LOT INTO THREE SEPARATE
SMALLER PARCELS FOR FUTURE DEVELOPMENT AS A RETAIL
COMMERCIAL CENTER AT 2200 WEST ARTESIA BOULEVARD
TENTATIVE PARCEL MAP NO. 75002**

Proposed Hearing Date: Tuesday, March 6, 2018 at 5:35 p.m.

On Wednesday, October 11, 2017, the Compton Planning Commission completed a public hearing on a proposal to subdivide an existing 93,510 square foot industrial lot into three (3) separate smaller parcels for future development as a retail commercial center at 2200 West Artesia Boulevard.

The Planning Commission voted to recommend approval of Tentative Parcel Map No. 75002. The City Council must vote to approve or deny Tentative Parcel Map No. 75002. Staff recommends that Council schedule a public hearing on this matter for Tuesday, March 6, 2018 at 5:35 p.m.

**ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR.
CITY MANAGER**

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Planning

RESOLUTION TITLE: A REQUEST TO SCHEDULE A PUBLIC HEARING – TO APPROVE A PROPOSED SUBDIVISION TO SUBDIVIDE AN EXISTING 93,510 SQUARE FOOT INDUSTRIAL LOT INTO THREE SEPARATE SMALLER PARCELS FOR FUTURE DEVELOPMENT AS A RETAIL COMMERCIAL CENTER AT 2200 WEST ARTESIA BOULEVARD TENTATIVE PARCEL MAPE NO. 75002 (March 6, 2018 at 5:35 p.m.)

Robert Delgadillo
DEPARTMENT MANAGER’S SIGNATURE

2/5/2018 9:18:17 AM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/5/2018 7:37:31 PM
DATE

Nita McKay
CITY CONTROLLER

2/5/2018 10:49:03 AM
DATE

Cecil Rhambo
CITY MANAGER

2/5/2018 9:42:25 AM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

FEBRUARY 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

**SUBJECT: A REQUEST TO SCHEDULE A PUBLIC HEARING TO CONSIDER AN
APPEAL OF A VARIANCE DENIAL TO WAIVE THE REQUIREMENT TO
PROVIDE AN ONSITE GARAGE AND TO PERMIT AN UNAUTHORIZED
CONVERTED GARAGE TO REMAIN AS LIVING SPACE AT 522 W.
PEACH STREET**

Proposed Hearing Date: Tuesday, March 6, 2018 @ 5:45 p.m.

On Wednesday, November 8, 2017, the Planning Commission held a public hearing on a proposal to waive the requirement to provide an onsite garage and to permit an unauthorized converted single car garage to remain as living space in an R-M (Medium Density Residential) zone. The Planning Commission voted to deny the Variance.

Staff requests that the City Council schedule a public hearing on this Variance for Tuesday, March 6, 2018 at 5:45 p.m.

**ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR.
CITY MANAGER**

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Planning

RESOLUTION TITLE: A REQUEST TO SCHEDULE A PUBLIC HEARING TO CONSIDER AN APPEAL OF A VARIANCE DENIAL TO WAIVE THE REQUIREMENT TO PROVIDE AN ONSITE GARAGE AND TO PERMIT AN UNAUTHORIZED CONVERTED GARAGE TO REMAIN AS LIVING SPACE AT 522 W. PEACH STREET (March 6, 2018 at 5:45 p.m.)

Robert Delgadillo
DEPARTMENT MANAGER’S SIGNATURE

2/5/2018 11:23:31 AM
DATE

REVIEW / APPROVAL

Anita Aviles
CITY ATTORNEY

2/8/2018 11:13:16 AM
DATE

Austin Okonta
CITY CONTROLLER

2/8/2018 8:49:39 AM
DATE

Cecil Rhambo
CITY MANAGER

2/7/2018 6:13:21 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO.
17-000001 TO AMEND THE LAND USE DESIGNATION FROM
MEDIUM DENSITY RESIDENTIAL TO GENERAL COMMERCIAL FOR
PROPERTY LOCATED AT 961 SOUTH WILMINGTON AVENUE**

SUMMARY

The City Council will consider a resolution changing the General Plan land use designation from Medium Density Residential (“MDR”) to General Commercial (“GC”) for the property located at 961 South Wilmington Avenue, Compton. The purpose of the change in land use designation is to allow the development of a proposed 2,959 square foot automatic self-service drive-thru carwash on the property. Additionally, the amendment will make the General Plan consistent with the current Limited Commercial (“C-L”) Zone.

BACKGROUND

On November 8, 2017, the Planning Commission conducted properly noticed public hearings on the Applicant’s (Ken Park) request for a Conditional Use Permit (“CUP”), Case No. 16-000018 and request to change the General Plan land use designation from MDR to GC for the property located at 916 South Wilmington Avenue, to construct and operate the 2,959 square foot self-serve carwash facility. After concluding the hearings, the Planning Commission denied CUP Case No. 16-000018 and recommended approval of General Plan Amendment Case No. 17-000001 to the City Council.

The Applicant appealed denial of the CUP to the City Council. After concluding the public hearing on the appeal of the denial, the City Council voted to reverse the decision of the Planning Commission and approved CUP Case No. 16-000018. One of the required CUP findings is that the project be substantially in conformance with the General Plan, which it is currently not; the subject site is currently zoned L-C and the existing General Plan land use designation for the site is MDR.

The property at 916 South Wilmington Avenue is vacant and has been since mid-1960. It consists of approximately 21,137.62 square foot of undeveloped land with no

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**Staff Report – Resolution Approving General Plan
Amendment Case No. 17-000001, Change Land Use
Designation to GC/961 South Wilmington Avenue
February 13, 2018, page 2**

buildings or structures thereon. No improvements have been made to the site for nearly sixty (60) years. During this period the General Plan designation was changed from commercial to residential in 1991. The General Plan changed to residential while the zoning remained commercial, creating an inconsistency between the General Plan and Zoning Code.

The areas surrounding the project site is developed both commercially and residentially. Properties to the west of the project site are zoned residential and are developed with single family homes. The properties to the north and east of the property site are zoned C-L.

The proposal to develop and operate a carwash in this area will require an amendment to the General Plan; thus, the Applicant is requesting to change the General Plan land use designation of the project site from MDR to GC. Amendment of the General Plan for this property will also make the General Plan consistent with the current C-L Zone.

Therefore, use of the site for a commercial carwash is contingent on approval of the requested General Plan Amendment by the City Council. In the proposed General Plan 2030 the City has decided to change the land use of the entire site to GC which would make the General Plan land use designation and the existing C-L zone consistent. The existing C-L zoning would remain the same and therefore the proposed General Plan Amendment would not allow new or more intensive land uses than currently permitted by current zoning.

FISCAL IMPACT

Approval of the General Plan Amendment, as well as subsequent development of the site will result in an increase in property and sales tax revenues to the City and not have an adverse impact to the General Fund.

RECOMMENDATION

Staff recommends that City Council approve General Plan Amendment Case No.17-000001.

**ROBERT DELGADILLO, (INTERIM) DIRECTOR
COMMUNITY DEVELOPMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO
CITY MANAGER**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 17-000001 TO AMEND THE LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL TO GENERAL COMMERCIAL FOR PROPERTY LOCATED AT 961 SOUTH WILMINGTON AVENUE

WHEREAS, the Land Use Element and Land Use Policy Map of the General Plan of the City of Compton were adopted by the City Council on December 3, 1991, by Resolution No. 16,742; and

WHEREAS, Kevin Park, has made an application in accordance with Section 65352 of the Government Code for an amendment to the Land Use Element and Land Use Policy Map of the General Plan from Medium-Density Residential to General Commercial for certain real property situated in the City of Compton, legally described as follows:

Lots 379 through 390, inclusive, in Tract No. 13742, in the City of Compton, County of Los Angeles, State of California, as per map recorded in Book 290, Page 6 to 8 inclusive of Maps, in the office of the County Recorder of said County.

located at **961 South Wilmington Avenue, Street and Assessor's Parcel No. 6141-013002** Compton, California; and

WHEREAS, referral, publication and written notice of the proposed amendment was provided in accordance with Section 65090, 65352 and 65353 of the California Government Code prior to consideration of the request by the Planning Commission and the City Council; and

WHEREAS, a public hearing on said request to amend the General Plan Land Use Policy Map was held before the Planning Commission on November 8, 2017; and

WHEREAS, based on the Mitigated Negative Declaration prepared for the project, the Planning Commission found that the project would not have a significant effect on the environment; and

WHEREAS, the Planning Commission being fully informed recommended approval of General Plan Amendment Case No. 17-000001 to the City Council; and

WHEREAS, a public hearing on said request to amend the Land Use Element and Land Use Policy Map was held before the City Council on February 13, 2018; and

WHEREAS, the City Council considered all evidence and information presented pertaining to General Plan Amendment Case No. 17-000001 and found that the proposed amendment conformed to the goals of the Land Use Element and the General Plan and that the property was suitable for the proposed General Commercial designation; and

WHEREAS, the City Council being fully informed,

F I N D S

1. That development of the site for commercial use is substantially in conformance with the General Plan and compatible with the existing patterns of zoning, land use and development in the surrounding area.

- 2. That the property is more suitable for the uses permitted in the proposed land use amendment than those permitted in the existing zone and/or land use classification; and
- 3. That the granting the General Plan Amendment will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE:

Section 1. That the Land Use Policy Map of the General Plan shall be amended to reflect a change in the land use designation of the above-described property from Medium Density Residential to General Commercial.

Section 2. That copies of this Resolution shall be filed in the Offices of the City Clerk, City Manager and the Planning and Economic Development Departments and mailed to the Applicant.

Section 3. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: SS

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this ____ day of _____, 2018.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

**MIRACLE EXPRESS CAR WASH
961 SOUTH WILMINGTON AVENUE
AND 800 WEST ALONDRA BOULEVARD
COMPTON, CALIFORNIA 90220**



LEAD AGENCY:

**CITY OF COMPTON
COMMUNITY DEVELOPMENT DEPARTMENT
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALIFORNIA 90220**

REPORT PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. COLIMA ROAD, SUITE 206J
HACIENDA HEIGHTS, CALIFORNIA 91745**

JANUARY 20, 2017

COMP 085

#5.

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION • MIRACLE EXPRESS CAR WASH
961 SOUTH WILMINGTON AVENUE AND 800 WEST ALONDRA BOULEVARD • CITY OF COMPTON

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INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION • MIRACLE EXPRESS CAR WASH
961 SOUTH WILMINGTON AVENUE AND 800 WEST ALONDRA BOULEVARD • CITY OF COMPTON

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Miracle Express Car Wash.

APPLICANT: Mr. and Mrs. Park. 1041 North Horseshoe Bend, Walnut, California 91789.

ADDRESS: 961 South Wilmington Avenue and 800 West Alondra Boulevard, Compton, California 90220.

CITY/COUNTY: Compton, Los Angeles County.

DESCRIPTION: The City of Compton, in its capacity as the Lead Agency, is considering an application to construct an automated car wash structure and make related improvements within two parcels (herein referred to as *Parcel A* and *Parcel B*) on the southwest corner of South Wilmington Avenue and West Alondra Boulevard. Parcel A will be a 0.415-acre (18,079 square-feet) lot that will consist of the existing Miracle Market. Parcel B will be a 0.485-acre (21,138 square-feet) lot that will consist of an automated car wash. The legal addresses of Parcel A and Parcel B will be 800 West Alondra Boulevard and 961 South Wilmington Avenue, respectively. The new automated car wash will have a total floor area of 2,960 square feet and will include a car wash tunnel, office, equipment room, restroom, and electric room.

Parking for the proposed project will be provided on surface parking areas and will include 17 parking stalls for Parcel A and 14 parking stalls for Parcel B. Access to the project site will be provided by three, 30-foot-wide driveways that will be located along the east side of the project site, along South Wilmington Avenue. Lastly, 3,921 square feet will be provided for landscaping.

FINDINGS: The environmental analysis provided in this Initial Study indicates that the proposed project would not result in any unmitigable significant adverse impacts. For this reason, the City of Compton has determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

City of Compton

Date



#5.

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION • MIRACLE EXPRESS CAR WASH
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SECTION 1 - INTRODUCTION

1.1 INITIAL STUDY'S SCOPE AND PURPOSE

The City of Compton, in its capacity as the Lead Agency, is considering an application to construct an automated car wash structure and make related improvements within two parcels (herein referred to as *Parcel A* and *Parcel B*) on the southwest corner of South Wilmington Avenue and Alondra Boulevard. Parcel A will be a 0.415-acre (18,079 square feet) lot that will consist of the existing Miracle Market. Parcel B will be a 0.485-acre (21,138 square feet) lot that will consist of an automated car wash. The legal addresses of Parcel A and Parcel B will be 800 West Alondra Boulevard and 961 South Wilmington Avenue, respectively. The new automated car wash will have a total floor area of 2,960 square feet and will include a car wash tunnel, office, equipment room, restroom, and electric room.

Parking for the proposed project will be provided on surface parking areas and will include 17 parking stalls for Parcel A and 14 parking stalls for Parcel B. Access to the project site will be provided by three, 30-foot driveways that will be located along the east side of the project site, along South Wilmington Avenue. Lastly, 3,921 square feet will be provided for landscaping.

The purpose of this environmental review is to ascertain the environmental impacts associated with the facility's operation. As part of this environmental review process, the City will determine the nature and extent of any mitigation that will be required to reduce or eliminate potential environmental impacts. As part of the project's environmental review, the City of Compton authorized the preparation of an Initial Study.¹ The Initial Study would provide an evaluation of the impacts of the project and determines the nature and scope of the subsequent environmental analysis, mitigation, and review that may be required. The CEQA Guidelines state that the purposes of an Initial Study include the following:

- To provide the Lead Agency with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) for the proposed project;
- To facilitate a project's environmental assessment early in the design and development of the project; and,
- To eliminate unnecessary EIRs.

Although the Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Compton, acting as the Lead Agency. The project Applicant is Mr. and Mrs. Park, 1041 North Horseshoe Bend, Walnut, California 91789.

¹ California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* As Amended 1998 (CEQA Guidelines) § 15050.

1.2 INITIAL STUDY'S ORGANIZATION

The Initial Study format will reflect the Initial Study Checklist, which is provided on the following pages in Sections 3.1 through 3.17. The following is an outline summarizing the contents of the Initial Study:

- *Section 1 Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition. The Initial Study Checklist provides an issue-by-issue summary of potential impacts.
- *Section 2 Project Description*, provides an overview of the environmental setting of the affected area along with the physical and operational characteristics of the proposed project.
- *Section 3 Environmental Analysis*, contains an analysis of potential impacts associated with the proposed project. In addition, this section describes the requisite mitigation that would be effective in reducing potential impacts.
- *Section 4 Conclusions*, indicates how the proposed project may yield, or have the potential to yield, a significant effect upon one or more of the issue areas analyzed in the Initial Study. This section also includes a Mitigation Monitoring and Reporting Program.
- *Section 5 List of References*, identifies the references used in the preparation of the Initial Study.

The Appendix includes the air quality analysis worksheets.



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The City of Compton, in its capacity as the Lead Agency, is considering an application to construct an automated car wash structure and make related improvements within two parcels (herein referred to as *Parcel A* and *Parcel B*) on the southwest corner of South Wilmington Avenue and Alondra Boulevard. Parcel A will be a 0.415-acre (18,079 square feet) lot that will consist of the existing Miracle Market. Parcel B will be a 0.485-acre (21,138 square feet) lot that will consist of an automated car wash. The legal addresses of Parcel A and Parcel B will be 800 West Alondra Boulevard and 961 South Wilmington Avenue, respectively. The new automated car wash will have a total floor area of 2,960 square feet and will include a car wash tunnel, office, equipment room, restroom, and electric room.

Parking for the proposed project will be provided on surface parking areas and will include 17 parking stalls for Parcel A and 14 parking stalls for Parcel B. Access to the project site will be provided by three, 30-foot driveways that will be located along the east side of the project site, along South Wilmington Avenue. Lastly, 3,921 square feet will be provided for landscaping.²

2.2 PROJECT LOCATION

The proposed project site is located in the western portion of the City of Compton. The City of Compton is located approximately six miles south of downtown Los Angeles and is bounded by the cities of Paramount and Long Beach on the east; an unincorporated Los Angeles County area (the Willowbrook community) on the north; unincorporated county areas on the west; and unincorporated county areas and the City of Carson on the south. The Long Beach Freeway (I-710) generally delineates the City's easterly boundary. The Riverside Freeway (SR-91) traverses the southerly portion of Compton and the Century Freeway (I-105) is located to the north of the City.³ The location of the City of Compton in a regional context is shown in Exhibit 2-1. The project site's location within the City of Compton is displayed in Exhibit 2-2.

As indicated previously, the project site that is the subject of this environmental study is located in the western portion of the City of Compton. Vehicular access to the facility will be provided by three, 30-foot driveway connections on the east side of the project site, along South Wilmington Avenue. The project site is located on the southwest corner of South Wilmington Avenue and West Alondra Boulevard. Both Wilmington Avenue and Alondra Boulevard are classified by the City of Compton General Plan as major highways.⁴ The project site's legal addresses are 961 South Wilmington Avenue and 800 West Alondra Boulevard. The Los Angeles County Assessor's Parcel Numbers (APNs) that are applicable to the project site are 6141-013-001, 6141-013-002, and 6141-013-003.⁵ A local vicinity map of the project site is provided in Exhibit 2-3.

² Karnak Developments, Inc. *Proposed Site Plan*. Site Plan dated September 12, 2016.

³ Google Earth. Website accessed on December 14, 2016.

⁴ Compton, City of. *Draft City of Compton 2030 Comprehensive General Plan Update*. November 6, 2014.

⁵ Los Angeles County Tax Assessor. *Parcel Viewer*. Website accessed on December 14, 2016.

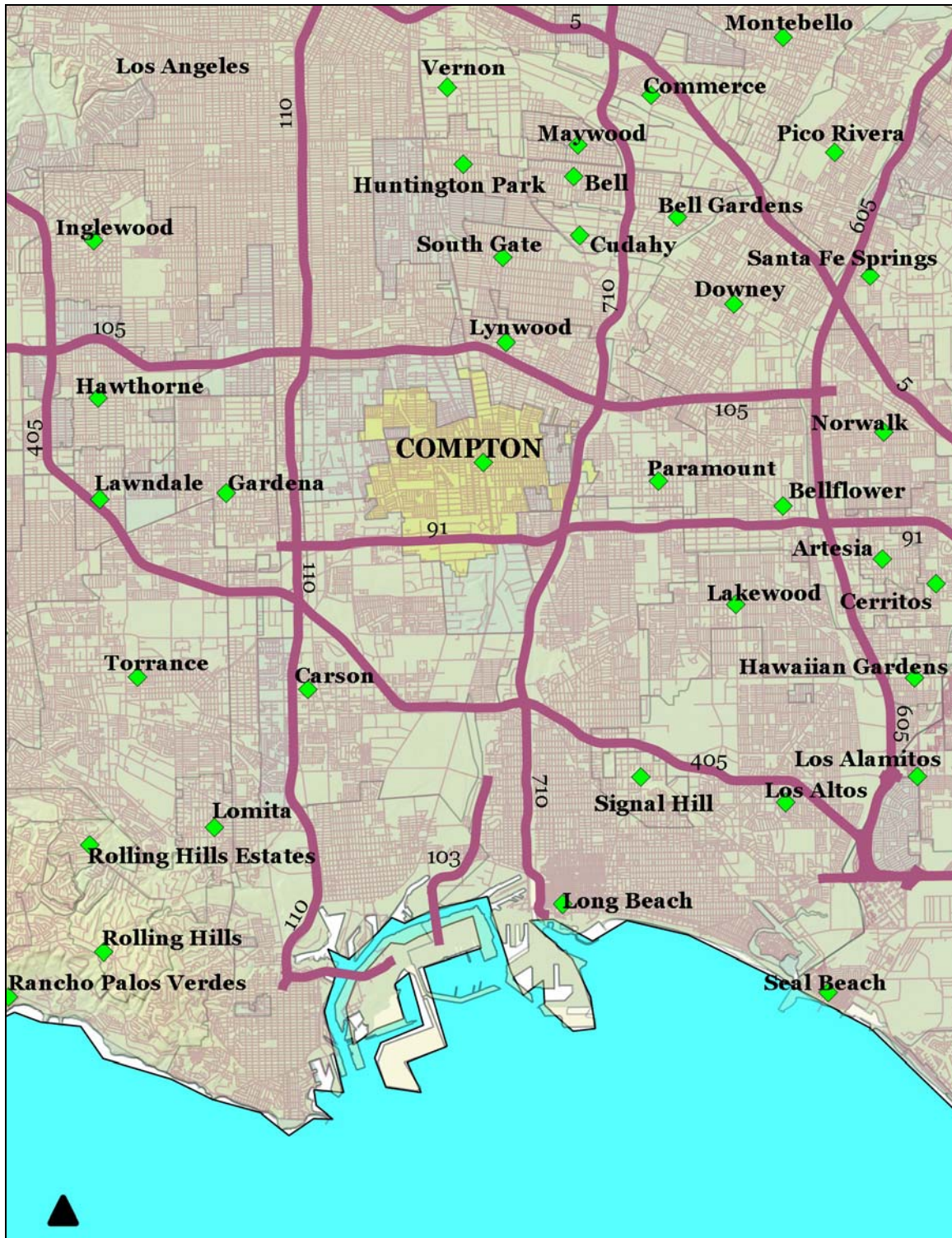


EXHIBIT 2-1
REGIONAL LOCATION
Source: Quantum GIS

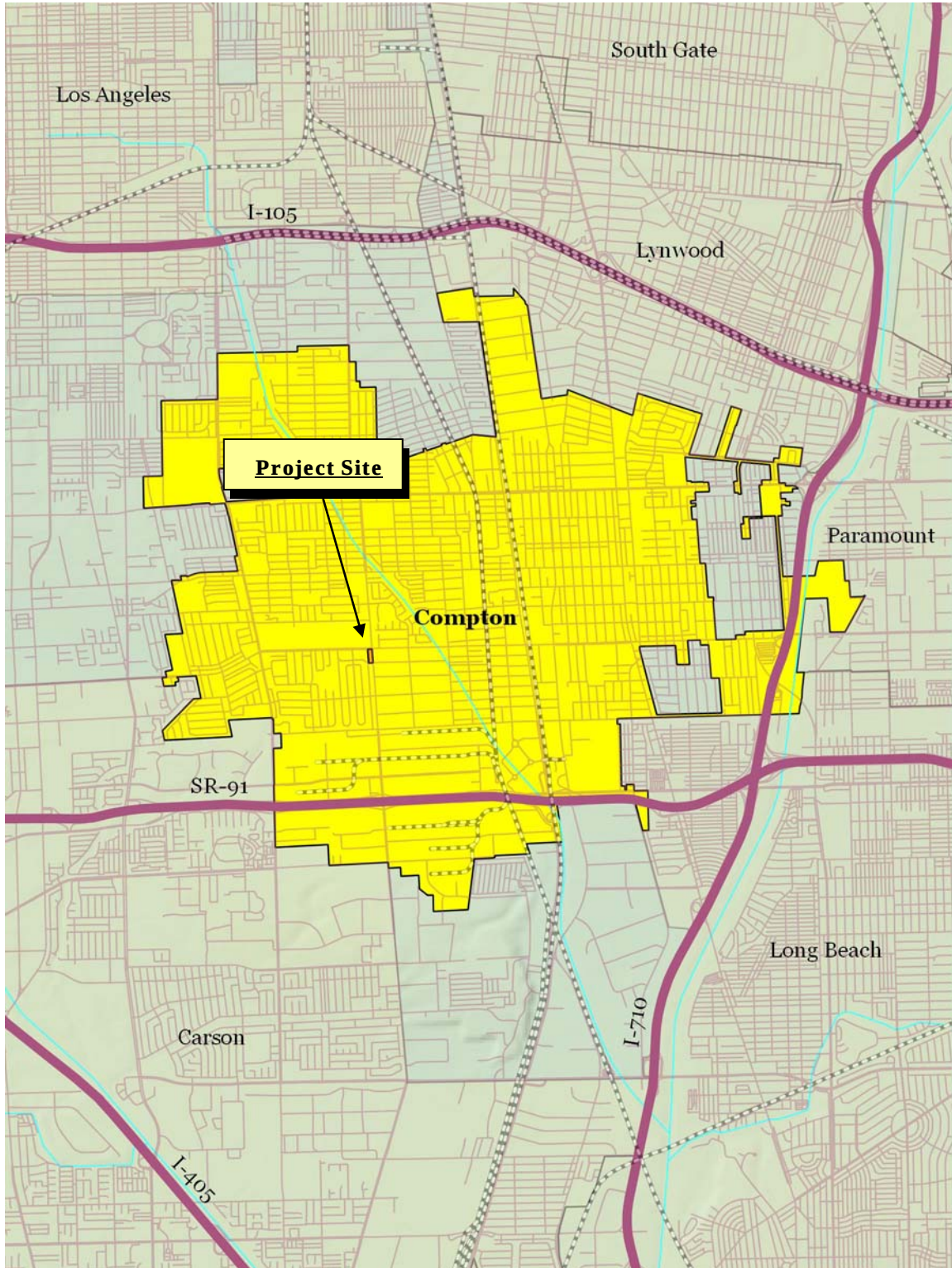


EXHIBIT 2-2
PROJECT LOCATION IN THE CITY OF COMPTON
Source: Quantum GIS

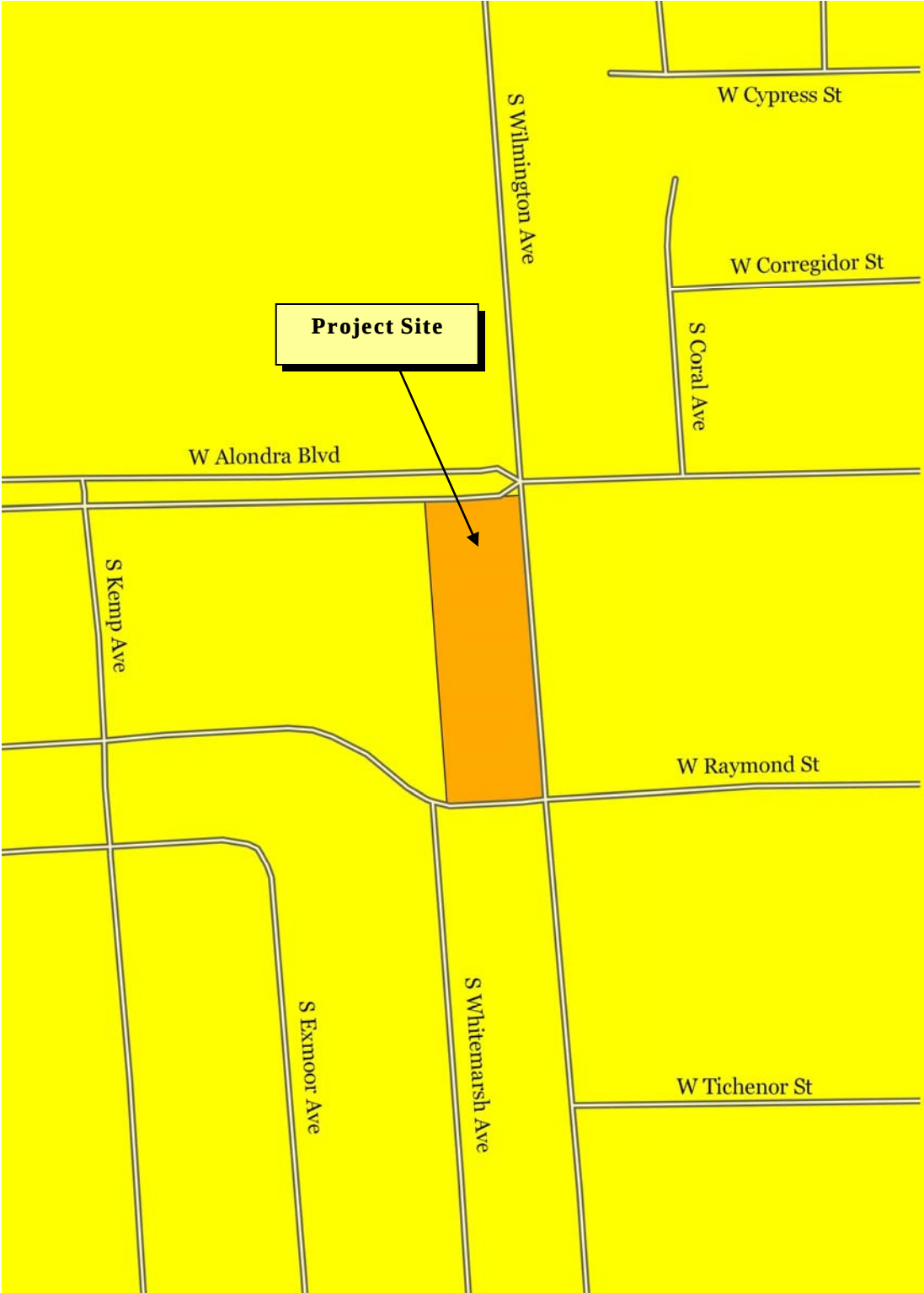


EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

2.3 ENVIRONMENTAL SETTING

The project site is located in the midst of an urbanized area located in the western portion of the City of Compton. Surrounding land uses and development in the vicinity of the project site include the following:⁶

- *East of the project site.* South Wilmington Avenue extends along the project site's east side. Commercial uses are located east of the project site, near the southeast corner of Wilmington Avenue and Alondra Boulevard. These commercial uses include a Dollar Tree store and a Louisiana Famous Fried Chicken restaurant. A pre-school facility is located south of these commercial uses.
- *North of the project site.* West Alondra Boulevard extends along the project site's north side. A 7-11 convenience store is located directly north of the project site on the northwest corner of Wilmington Avenue and Alondra Boulevard. Further north and to the northwest is the Compton/Woodley Airport.
- *South of the project site.* West Raymond Street extends along the project site's south side. A church facility occupies frontage along the south side of West Raymond Street, south of the project site. Residential uses are located further south.
- *West of the project site.* A health care facility and a dental facility are located adjacent to the project site. Residential uses are located further west.

The northern portion of the project site is currently occupied by the Miracle Market. The southern portion of the project site currently consists of two vacant lots. The proposed project is a request to construct an automated car wash structure on the southern portion of the project site (Parcel B) and to make related improvements within the entire project site. The Miracle Market will remain on the northern portion of the project site (Parcel A). An aerial photograph of the project site and the surrounding area is provided in Exhibit 2-4.

2.4 PROJECT DESCRIPTION

The City of Compton, in its capacity as the Lead Agency, is considering an application to construct an automated car wash structure and make related improvements within two parcels (herein referred to as *Parcel A* and *Parcel B*) on the southwest corner of South Wilmington Avenue and Alondra Boulevard. Key elements of the project site include the following:⁷

- The proposed project site has a total area of 39,216 square feet (0.9 acres). The project site currently consists of two vacant lots on the southern portion of the project site and the Miracle Market on the northern portion of the project site. The existing Miracle Market will not be demolished and will remain on-site as part of the proposed project.

⁶ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on December 14, 2016.

⁷ Karnak Developments, Inc. *Proposed Site Plan*. Site Plan dated September 12, 2016.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
Source: Google Earth

- The larger project site will be subdivided into two parcels (Parcel A and Parcel B). Parcel A will be a 0.415-acre (18,079 square feet) lot located on the northern portion of the project site that will consist of the existing Miracle Market. Parcel B will be a 0.485-acre (21,138 square feet) lot located on the southern portion of the project that will consist of an automated car wash. The car wash structure will have a total floor area of 2,960 square feet and will include a car wash tunnel, an office, an equipment room, a restroom, and an electric room.
- The proposed project will have total of 31 parking spaces. Of these 31 spaces, 17 parking spaces will be located within Parcel A for the market. One of the 17 parking spaces within Parcel A will be ADA accessible and the remaining 16 spaces will be standard parking stalls. The remaining 14 parking spaces will be located within Parcel B for the new automated car wash structure. Of the 14 parking spaces provided for the car wash, five will be standard parking stalls, one will be ADA accessible, and eight will be reserved for vacuuming. Finally, there will be space for approximately eight queuing spaces for the automated car wash. Access to the project site will be provided by three 30-foot driveways that will be located along the east side of the project site, along South Wilmington Avenue. Access to Parcel A will be provided by a single driveway connection and access to Parcel B will be provided by two driveway connections.
- A total of 3,921 square feet will be provided for landscaping. Other site improvements include six-foot-high wrought iron fences along the South Wilmington Avenue frontage, a rolling gate on the southernmost driveway, a trash enclosure, and eight car vacuums.
- The cars will enter the project site from the central driveway located along the west side of Wilmington Avenue. From there, the cars will proceed through the car wash tunnel in a southerly direction and will either exit through the southernmost driveway or continue north on the internal driveway into one of the designated vacuum stalls.
- The car wash will be operation from 8:00 AM to 6:00 PM, seven days a week. A total of 10 people will be employed, with two employees working per shift. The number of employees working on-site will be minimal since the car wash will be automated.

The proposed project site plan is provided in Exhibit 2-5.

2.5 PROJECT OBJECTIVES

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site; and,
- To realize a fair return on their investment.

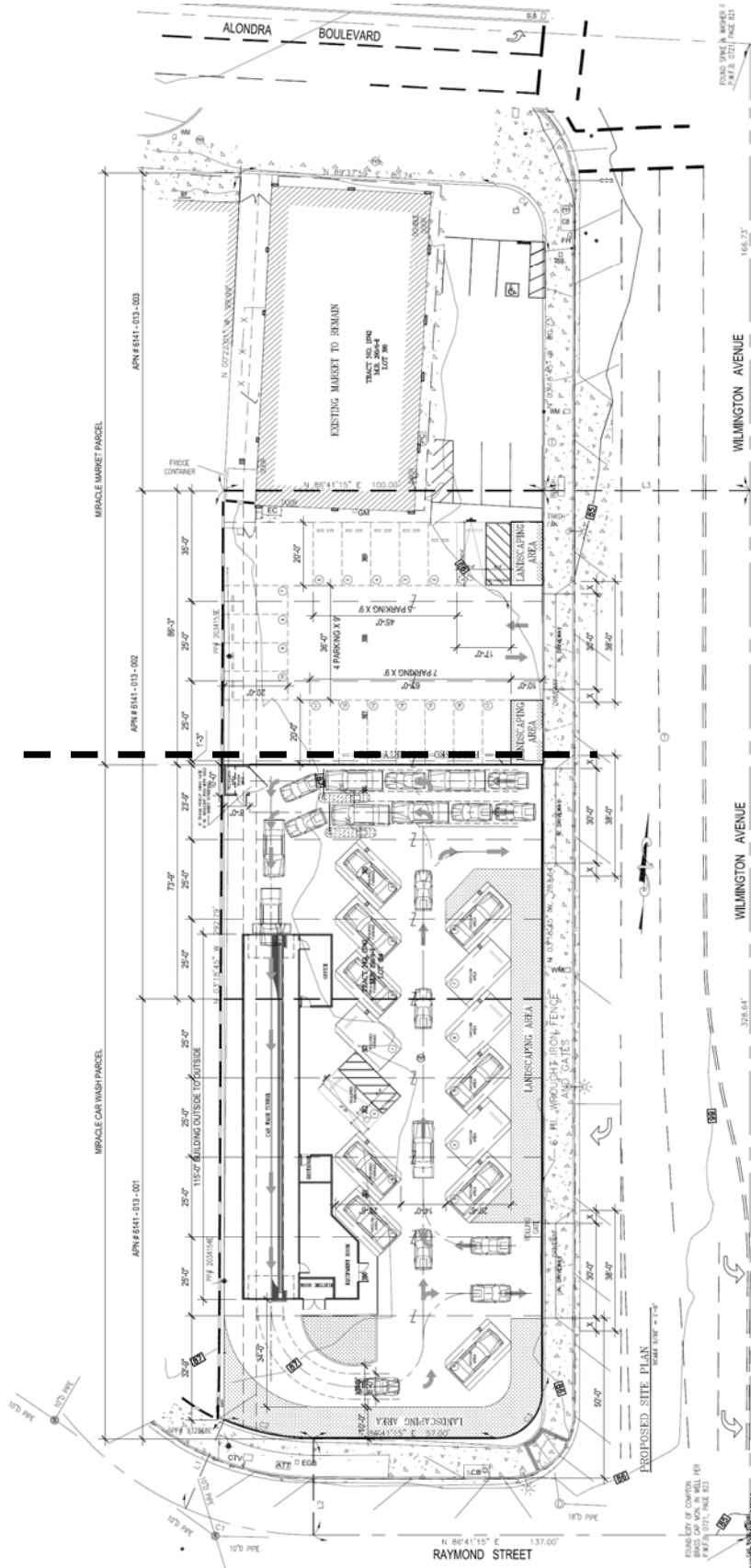


EXHIBIT 2-5
CONCEPTUAL SITE PLAN
SOURCE: KAMAK DEVELOPMENTS, INC.

The City of Compton seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed use;
- To minimize any potential environmental impacts related to the facility's operation; and,
- To ensure that the proposed development and the intended use are in conformance with the policies of the City of Compton General Plan.

2.6 DISCRETIONARY ACTIONS

A Discretionary Action is an action taken by a government agency (for this project, the government agency is the City of Compton) that calls for an exercise of judgment in deciding whether to approve a project. The proposed project would require the following approvals:

- The approval of a Conditional Use Permit (CUP) to operate a car wash;
- The approval of a General Plan Amendment (GPA) for Parcel B;
- The approval of a Tentative Tract Map (TTM);
- The adoption of the Mitigated Negative Declaration (MND); and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).



#5.

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION • MIRACLE EXPRESS CAR WASH
961 SOUTH WILMINGTON AVENUE AND 800 WEST ALONDRA BOULEVARD • CITY OF COMPTON

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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project as described previously in Section 2. The issue areas evaluated in this Initial Study include the following:

- | | |
|--|---|
| <ul style="list-style-type: none"> • Aesthetics (Section 3.1); • Agricultural & Forestry Resources (Section 3.2); • Air Quality (Section 3.3); • Biological Resources (Section 3.4); • Cultural Resources (Section 3.5); • Geology & Soils (Section 3.6); • Greenhouse Gas Emissions (Section 3.7); • Hazards & Hazardous Materials (Section 3.8); • Hydrology & Water Quality (Section 3.9); | <ul style="list-style-type: none"> • Land Use & Planning (Section 3.10); • Mineral Resources (Section 3.11); • Noise (Section 3.12); • Population & Housing (Section 3.13); • Public Services (Section 3.14); • Recreation (Section 3.15); • Transportation & Circulation (Section 3.16); and, • Utilities (Section 3.17). |
|--|---|

Under each issue area, a description of the thresholds of significance is provided. These thresholds would assist the City of Compton in making a determination as to whether there is a potential for significant or adverse impacts on the environment. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study's preparation. The analysis considers both the short-term (construction-related) and long-term (operational) impacts associated with the proposed project's implementation, and where appropriate, the cumulative impacts. To each question, there are four possible responses:

- *No Impact.* The proposed project would not have any measurable environmental impact on the environment, and no further analysis is required.
- *Less Than Significant Impact.* The proposed project may have the potential for impacts on the environment, although these impacts are below levels or thresholds that the City of Compton and other responsible agencies consider to be significant.
- *Less than Significant Impact with Mitigation.* The proposed project may have the potential to generate effects that the Lead Agency considers to represent a significant impact on the environment. However, mitigation measures have been recommended that would be effective in reducing the potential impacts to levels that are considered to be less than significant.
- *Potentially Significant Impact.* The proposed project may, or is known to, represent impacts that are considered significant, and/or additional analysis is required to identify mitigation measures.

3.1 AESTHETIC IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.1.A	Would the project have a substantial adverse effect on a scenic vista?				X
3.1.B	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
3.1.C	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?		X		
3.1.D	Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?			X	

3.1.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day- or night-time views in the area.

3.1.2 ENVIRONMENTAL ANALYSIS

3.1.A. Would the project affect a scenic vista? • No Impact.

The project site currently consists of two vacant lots, a surface parking area, and the Miracle Market. The proposed project will involve the construction of an automated car wash structure and other related on-site improvements. The Miracle Market will remain on the northern portion of the project site as part of

the proposed project. The maximum height of the new car wash structure will be 22 feet and 9 inches.⁸ Once complete, the proposed project will not negatively impact views of any scenic vistas. Current development along both South Wilmington Avenue and West Alondra Boulevard restricts views of scenic vistas.⁹ Therefore, no impacts on scenic vistas will result from the proposed project.

3.1.B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? • No Impact.

There are no designated State scenic highways located in the vicinity of the project site.¹⁰ In addition, there are no City-designated scenic highways in Compton. The proposed project would not affect any protected trees, outcroppings, or historic resources. The project site and the surrounding properties have already undergone development and there are no natural topographic features remaining.¹¹ There are no historic buildings located in the vicinity of the project site (historic resources are discussed herein in Section 3.5). As a result, no impacts on this issue are anticipated.

3.1.C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? • Less than Significant Impact with Mitigation.

The project site is located in the midst of an urbanized area located in the western portion of the City of Compton. As previously mentioned, the project site currently consists of two vacant lots, a surface parking area, and the existing Miracle Market. The proposed project will involve the construction of an automated car wash structure and other related on-site improvements. The existing Miracle Market will remain on the northern portion of the project site as part of the proposed project. The maximum height of the new car wash structure will be 22 feet and 9 inches. The automated car wash structure and the related improvements will create a significant improvement to the visual character and quality of the site because it will replace two vacant lots that are covered over in asphalt, cement, gravel, and ruderal vegetation. The nearest residences to the project site are located 50 feet west, southwest, south of the project site. The project site is currently screened from the residential uses to the west by a six-foot-high block wall located along the western boundary of the project site.¹² A church is located directly south of the project site and the residential units to the south and southwest are not directly within the line-of-sight of the proposed project site. In order to ensure that the proposed use is screened from the residential uses to the west, the following mitigation measure is required:

- The six-foot-high block wall that is located along the western boundary of the project site shall remain or be replaced. The aforementioned block wall shall remain erect throughout the operational life of the proposed project.

⁸ Karnak Developments, Inc. *Proposed Site Plan*. Site Plan dated September 12, 2016.

⁹ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on December 14, 2016.

¹⁰ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov.

¹¹ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on December 14, 2016.

¹² Ibid.

With the implementation of the above mentioned mitigation measure, impacts will be reduced to levels that are less than significant.

3.1.D. Would the project create a new source of substantial light or glare that would adversely affect day- or night-time views in the area? • Less than Significant Impact.

As previously mentioned, the nearest residences to the project site are located 50 feet west, southwest, south of the project site. The proposed project is located within the *CL (Limited Commercial)* zoning designation and will be required to adhere to all lighting requirements specific to the CL zone. The project site is currently screened from the residential uses to the west by a six-foot-high block wall located along the western boundary of the project site. The project will not introduce significant sources of light or glare because light spillover will be minimized due to the inclusion of directional lighting. Any residual light spillover will be attenuated by the church located to the south. This church obstructs the line-of-sight between the adjacent residential units and the project site. In addition, the project's operation will be limited to daytime hours (8:00 AM to 6:00 PM). Any night-time lighting will be limited to security lighting. Therefore, the potential light and glare impacts are considered to be less than significant.

3.1.3 SIGNIFICANT EFFECTS

The analysis determined that in order to screen the proposed use from nearby residential uses, the mitigation provided in Section 3.1.C is necessary. With the implementation of the mitigation measure, the potential overall impacts will be reduced to levels that are less than significant.

3.2 AGRICULTURAL & FORESTRY RESOURCES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.2.A	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
3.2.B	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
3.2.C	Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				X
3.2.D	Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
3.2.E	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use?				X

3.2.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;
- A conflict with existing zoning for agricultural use or the termination of a Williamson Act Contract;
- A conflict with the existing zoning or cause the rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment, which due to their location or nature, may result in the conversion of farmland to non-agricultural uses or the conversion of forest land to a non-forest use.

3.2.2 ENVIRONMENTAL ANALYSIS

3.2.A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? • No Impact.*

According to the California Department of Conservation, the City of Compton does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹³ The project site currently consists of a small market and vacant lots. No agricultural uses and/or activities were located on-site. As a result, no impacts will occur.

3.2.B. *Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? • No Impact.*

In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.¹⁴ As a result, no impacts on existing or future Williamson Act Contracts or land zoned for agricultural uses will result from the proposed project's implementation.

3.2.C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? • No Impact.*

No forest lands are located within the vicinity of the project site, nor does the City of Compton General Plan provide for any forest land protection.¹⁵ As a result, no impacts on forest land or timber resources are anticipated from the proposed project's implementation.

3.2.D. *Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? • No Impact.*

No forest lands are located within the vicinity of the project site. The project site is surrounded by urban development. There would be no loss or conversion of forest land(s) related to the proposed project's implementation. As a result, no impacts are anticipated.

¹³ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

¹⁴ California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

¹⁵ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on December 14, 2016.

3.2.E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in the conversion of farmland to non-agricultural use or the conversion of forest land to a non-forest use? • No Impact.

The project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the project site is not located in close proximity to farm land or forest land. As a result, no impacts will result from the implementation of the proposed project.

3.2.3 SIGNIFICANT EFFECTS

The environmental analysis in the preceding sections determined that the proposed project would not result in any significant unavoidable adverse impacts on agricultural and forestry resources. As a result, no mitigation is required.

3.3 AIR QUALITY IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.3.A	Would the project conflict with or obstruct implementation of the applicable air quality plan?				X
3.3.B	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
3.3.C	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			X	
3.3.D	Would the project expose sensitive receptors to substantial pollutant concentrations?			X	
3.3.E	Would the project create objectionable odors affecting a substantial number of people?				X

3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors.

These criteria pollutants include the following:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O₃ is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (SCAB) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.

- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The SCAB is designated as an attainment area for carbon monoxide by the EPA.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The SCAB is designated as an attainment area for NO₂ by the EPA.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. The SCAB is designated as an attainment area for SO₂ by the EPA.
- *PM₁₀* refers to particulate matter less than ten microns in diameter. PM₁₀ particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation. The Federal standards for PM₁₀ have been met in most areas within the SCAB, though standards were exceeded in portions of Riverside County.
- *PM_{2.5}* refers to particulate matter less than 2.5 microns in diameter. PM_{2.5} also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of PM_{2.5} exceeded Federal standards in some areas of the SCAB. As a result, PM_{2.5} continues to be designated non-attainment.

Projects in the SCAB generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM₁₀;
- 55 pounds per day of PM_{2.5}; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ENVIRONMENTAL ANALYSIS

3.3.A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* •
No Impact.

The City of Compton is located within the SCAB. The SCAB covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the SCAB is monitored by the SCAQMD at various monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2012 and was jointly prepared with the CARB and the Southern California Association of Governments (SCAG).¹⁶ The AQMP will help SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:¹⁷

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Compton. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of Compton is projected to add a total of 2,800 jobs through the year 2040.¹⁸ The automated car wash employment assumes a maximum of ten employees (two employees on-

¹⁶ South Coast Air Quality Management District. *Final 2012 Air Quality Plan*. Adopted 2012.

¹⁷ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

¹⁸ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2016-2040*. Adopted on April 7, 2016.

site at all times). The total employment of ten new jobs for the entire project is well within SCAG's employment projections for the City of Compton and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

3.3.B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? • Less than Significant Impact.

The proposed project's construction period is expected to last for approximately four months and would include site preparation, erection of the new automated car wash structure, and the finishing of the project (paving, painting, and installation of landscaping). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2013.2.2). As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	1.20	10.48	8.58	0.01	0.73	0.69
Demolition (off-site)	0.04	0.05	0.59	--	0.11	0.03
Total Demolition	1.24	10.53	9.17	0.01	0.84	0.72
Site Preparation (on-site)	1.27	12.69	7.23	--	0.82	0.71
Site Preparation (off-site)	0.02	0.02	0.29	--	0.06	0.02
Total Site Preparation	1.29	12.71	7.52	--	0.88	0.73
Grading (on-site)	1.20	10.48	8.58	0.01	1.48	1.11
Grading (off-site)	0.04	0.05	0.59	--	0.11	0.03
Total Grading	1.24	10.53	9.17	0.01	1.59	1.14
Building Construction (on-site)	1.27	12.67	8.04	0.01	0.86	0.79
Building Construction (off-site)	--	--	0.06	--	0.01	--
Total Building Construction	1.27	12.67	9.00	0.01	0.87	0.79
Paving (on-site)	1.04	9.83	7.24	0.01	0.60	0.56
Paving (off-site)	0.07	0.08	1.06	--	0.20	0.05
Total Paving	1.11	9.91	8.30	0.01	0.80	0.61
Architectural Coatings (on-site)	3.45	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site)	--	--	--	--	--	--
Total Architectural Coatings	3.45	2.19	1.87	--	0.17	0.17
Maximum Daily Emissions	3.45	12.71	9.17	0.01	1.59	1.14
Daily Thresholds	75	100	550	150	150	55

Source: CalEEMod V.2013.2.2.

Since the project area is located in a non-attainment area for ozone and particulates, the project contractors will be required to adhere to all pertinent regulations outlined in SCAQMD Rule 403 governing fugitive dust emissions. These regulations are standard conditions for every construction project undertaken in the City.

The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; on-site stationary emissions related to the operation of machinery; and off-site stationary emissions associated with the off-site generation of energy (natural gas and electrical). The analysis of long-term operational impacts summarized in Table 3-2, also used the CalEEMod computer model developed for the SCAQMD. The analysis summarized in Table 3-2 indicates the operational (long-term) emissions will be below the SCAQMD's daily emissions thresholds.

Table 3-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	0.08	--	--	--	--	--
Energy (lbs/day)	--	0.02	0.01	--	--	--
Mobile (lbs/day)	1.01	1.65	7.37	0.02	0.98	0.28
Total (lbs/day)	1.09	1.66	7.39	0.02	0.98	0.28
Daily Thresholds	55	55	550	150	150	55

Source: CalEEMod V.2013.2.2

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to be a significant impact. The aforementioned standard conditions will further reduce the potential construction-related impacts to levels that are less than significant. These conditions are standard AQMD protocols that are required for all development planned for the SCAQMD. Therefore, the project's impacts are considered to be less than significant.

3.3.C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? • Less than Significant Impact.

The project will not serve area-wide or regional demand due to the nature of the use. A majority of the project's operational emissions are generated from mobile sources. The project is projected to generate approximately 756 daily trips, with 453 (60%) considered "pass-by" trips. Pass-by trips are trips generated to the project site by vehicles that are travelling to a different end destination. An example of a pass-by trip to a car wash would be a resident leaving their house and stopping at the car wash on their way to a supermarket without originally intending to visit the car wash. Since pass-by trips are trips made en route to an end destination, they are not considered a full trip. Uses that generate a large number of

pass-by trips are typically not end destinations (car washes, convenience stores, gas stations, ATMs, certain drive-thru establishments, etc). Therefore, pass-by trips are not considered to be a significant generation of air emissions.

The project will not result in a cumulative increase of any criteria pollutant because there are no active projects located in the immediate area. In addition, the proposed project's implementation will result in long-term stationary and mobile emissions that will be below the SCAQMD's daily levels of significance. As a result, the cumulative air quality impacts are less than significant.

3.3.D. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.¹⁹ The nearest sensitive receptors to the project site include the residential units located 50 feet west, southwest, and south of the project site.²⁰ The location of the aforementioned sensitive receptors is shown in Exhibit 3-1. The use of the "look-up tables" is permitted since each of the construction phases would involve the disturbance of less than five acres of land area on a daily basis.

As indicated in Table 3-3, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 25 meters. As indicated in the table, the proposed project would not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables. As a result, the potential impacts to sensitive receptors are considered to be less than significant.

¹⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

²⁰ Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on December 14, 2016.



EXHIBIT 3-1
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

Table 3-3
Local Significance Thresholds Exceedance SRA 12

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	12.71	Construction	46	46	54	70	109
NO _x	1.66	Operations	46	46	54	70	109
CO	9.17	Construction	231	342	632	1,545	5,452
CO	7.39	Operations	231	342	632	1,545	5,452
PM ₁₀	1.59	Construction	4	12	26	54	139
PM ₁₀	0.98	Operations	1	3	7	13	34
PM _{2.5}	1.14	Construction	3	4	7	17	70
PM _{2.5}	0.28	Operations	1	1	2	4	17

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.

*= Denotes mitigated emissions after watering the project site up to three times per day to control fugitive dust.

3.3.E. Would the project create objectionable odors affecting a substantial number of people? • No Impact.

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.²¹ The proposed project will not be involved in any of the aforementioned odor-generating uses. In addition, the project site is not located in the vicinity of any odor-generating use. Given the nature of the proposed use, no impacts related to odors are anticipated with the proposed project.

3.3.3 SIGNIFICANT EFFECTS

While the facility's long-term (operational) emissions are not considered to represent a significant adverse impact, any additional emissions would nevertheless contribute incrementally to an existing non-attainment condition. As a result, the overall impacts will be less than significant.

²¹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

3.4 BIOLOGICAL RESOURCES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.4.A	Would the project, either directly or through habitat modifications, have a substantial adverse effect 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 Wildlife or U.S. Fish and Wildlife Service?				X
3.4.B	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
3.4.C	Would the project have a substantial adverse effect on Federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
3.4.D	Would the project have a substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
3.4.E	Would the project have a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
3.4.F	Would the project have a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

3.4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ENVIRONMENTAL ANALYSIS

3.4.A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the South Gate Quadrangle indicated that there are five threatened or endangered species located within the South Gate Quadrangle (the City of Compton is located within the South Gate Quadrangle).²² The proposed project will not impact any special status species because the project site is located in the midst of an urban area and there is no suitable riparian or natural habitat located within, or in the vicinity of, the project site. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

3.4.B. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? • No Impact.*

The field survey that was conducted for the property indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper. As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

²² California Department of Fish and Wildlife. *Bios Viewer*. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>.

3.4.C. *Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? • No Impact.*

As indicated in the previously in Section 3.4.D, the project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat.²³ The project site is located in the midst of an urbanized area. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream and no impacts will occur.

3.4.D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? • No Impact.*

No native vegetation or natural open space areas remain within the proposed project site or in the surrounding areas. Furthermore, the site contains no natural hydrological features. Constant disturbance (noise and vibration) from vehicular traffic travelling along the adjacent streets also limits the site's utility as a migration corridor. Since the site is surrounded by residential uses and lacks suitable habitat, the site's ability to function as a migration corridor is restricted and no impacts will result from the implementation of the proposed project.

3.4.E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? • No Impact.*

There are no trees located within the project site. Vegetation present on-site consists entirely of ruderal species. In addition, there are no trees located within the public right-of-way. As a result, no impacts will occur since the project's implementation will not require the removal of any trees.

3.4.F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? • No Impact.*

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. The operation of the proposed project will not affect any designated Los Angeles County Significant Ecological Area (SEA) since the proposed development will be restricted to the project site and no impacts will occur.

3.4.3 SIGNIFICANT EFFECTS

The environmental analysis in the preceding sections determined that the proposed project would not result in any significant unavoidable adverse impacts on biological resources. As a result, no mitigation is required.

²³ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>.

3.5 CULTURAL RESOURCES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.5.A	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §5064.5 of the CEQA Guidelines?				X
3.5.B	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §5064.5 of the CEQA Guidelines?		X		
3.5.C	Would the project, directly or indirectly, destroy a unique paleontological resource, site, or unique geologic feature?				X
3.5.D	Would the project disturb any human remains, including those interred outside of formal cemeteries?				X

3.5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines;
- The destruction of a unique paleontological resource, site, or unique geologic feature; or,
- The disturbance of any human remains, including those interred outside of formal cemeteries.

3.5.2 ENVIRONMENTAL ANALYSIS

3.5.A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines? • No Impact.

Historic structures and sites are defined by local, State, and Federal regulations. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may also be historically significant according to State or Federal criteria even if the locality does not recognize such significance. California, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Moreover, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as

having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape or engineering elements.

The project site is not on the list of historic resources compiled by the National Park Service.²⁴ In addition, the project site is not present on the list of historic resources identified by the California Office of Historic Preservation.²⁵ Therefore, the project's implementation will not result in any impacts to historic resources. A review of the National Register Information System identified a single notable site in the City of Compton. The site is referred to as the Dominguez Ranch Adobe and is located at 18127 South Alameda Street. The adobe was headquarters to a rancho that included portions of Compton. The adobe is listed as a California Landmark (No. 152). A second historically significant site is designated California Historical Landmark (No. 664) and is referred to as the "Heritage House."²⁶ Neither site will be impacted by the proposed car wash. As a result, no impacts would result from the proposed project's implementation.

3.5.B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? • Less than Significant Impact with Mitigation.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years.²⁷ Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.²⁸ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. The 4,438-acre Rancho Tajauta land grant was located between Watts and Lynwood. The land was granted to Anastasio Avila in 1843 and archaeological research has suggested that Tajauta was a Gabrieleño place name.²⁹ The extent of disturbances in the general area suggests this site is a late historic or early modern feature associated with the development of the nearby Alameda Corridor rail line. This feature/site (CA-LAN-2864) has been destroyed. Formal Native American consultation was provided in accordance with California Assembly Bill 52 (AB-52). The tribal representative indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required pursuant to AB-52 consultation with Mr. Andrew Salas:

²⁴ U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. Website <http://www.nps.gov/nr>.

²⁵ California Department of Parks and Recreation. *California Historical Resources*. Website <http://ohp.parks.ca.gov/ListedResources>. Website accessed in October 2016.

²⁶ State of California Office of Historic Preservation. California Department of Parks and Recreation. *California Historical Landmarks*. 1990

²⁷ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html.

²⁸ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsabg.org/tongva-village-site-1>.

²⁹ William McCawley. *The First Angelinos, the Gabrielino Indians of Los Angeles*. 1996.

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities must be halted and the Los Angeles County Sheriffs Department will be contacted (the Department will then contact the County Coroner). CEQA Guidelines Section 15064.5 will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the mitigation provided above as part of the AB-52 consultation, will reduce potential impacts to levels that are less than significant.

3.5.C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? • No Impact.

No paleontological resources or geologic features are anticipated to be encountered during the project's construction phase due to the age of the soil and the limited amount of excavation that will be required to implement the project. The soils that underlie the project site are alluvial in nature. Alluvial deposits are typically quaternary in age (from two million years ago to the present day) and span the two most recent geologic epochs, the Pleistocene and the Holocene.³⁰ As a result, no impacts to paleontological resources will occur.

3.5.D. Would the project disturb any human remains, including those interred outside of formal cemeteries? • No Impact.

There are no cemeteries located in the immediate area of the project site. The nearest cemetery to the project site is Lincoln Memorial Park. This cemetery is located along both sides of Central Avenue approximately 0.76 miles northeast of the project site.³¹ The proposed project will be restricted to the designated project site and will not affect the aforementioned cemetery. In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation/grading activities shall be halted and the Los Angeles County Sheriffs Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the mitigation provided in Subsection 3.5.2.B will reduce potential impacts to levels that are less than significant. As a result, no impacts are anticipated.

³⁰ United States Geological Survey. *What is the Quaternary?* http://geomaps.wr.usgs.gov/sfgeo/quaternary/stories/what_is.html.

³¹ Google Earth. Website accessed December 15, 2016.

3.5.3 SIGNIFICANT EFFECTS

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's implementation. Even though the project site has been disturbed to accommodate the existing on-site development, mitigation provided in Section 3.5.B is required based on the AB-52 consultation with the Gabrieleño-Kizh Nation. This mitigation measure will reduce potential impacts to cultural resources to levels that are less than significant.

3.6 GEOLOGY & SOILS IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.6.A	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides?			X	
3.6.B	Would the project result in substantial soil erosion or the loss of topsoil?			X	
3.6.C	Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
3.6.D	Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial risks to life or property?		X		
3.6.E	Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

3.6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides;
- Substantial soil erosion or the loss of topsoil;
- The locating of a project on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- The exposure of people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial risks to life or property; or,

- The locating of a project on 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.

3.6.2 ENVIRONMENTAL ANALYSIS

3.6.A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides? • Less than Significant Impact.*

The City of Compton and the project site is located in the Peninsular Ranges Physiographic Province of California. The Peninsular Ranges include mountainous areas that extend from the western edge of the continental borderland to the Salton Trough and from the Transverse Ranges Physiographic Province in the north to the tip of Baja California in the south. The province is characterized by elongated, northwest-southeast trending mountain ranges and valleys, and it is truncated at its northern margin by the east-west grain of the Transverse Ranges. The project area has been mapped and is underlain by Quaternary-age alluvial materials (Qa).³²

The City of Compton is located in a seismically active region (refer to Exhibit 3-2). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Special Studies Zoning (APSSZ) Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.³³ The City of Compton is not on the list; therefore, the risk from potential fault rupture is considered low.³⁴ Even though Compton is not on the list, there are a number of known faults within close proximity to the City. The closest known fault is the Compton Fault, which is located approximately one mile west of the project site along Alondra Boulevard.³⁵ This fault is part of the larger Newport-Inglewood Alquist-Priolo special studies zone. The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area.

³² United States Geological Survey. *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*. 1981.

³³ California Department of Conservation. *What is the Alquist-Priolo Act*
<http://www.conservation.ca.gov/cgs/rghm/ap/.Pages/main.aspx>.

³⁴ California Department of Conservation. Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010.

³⁵ California Department of Conservation. *South Gate Quadrangle Topographic Map*. Additional source: *Google Earth*. Websites accessed December 15, 2016.



EXHIBIT 3-2
NEAREST APSSZ TO PROJECT SITE
 SOURCE: CALIFORNIA GEOLOGICAL SURVEY

3.6.B. Would the project result in substantial soil erosion or the loss of topsoil? • Less than Significant Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Ramona-Placentia association. The United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Ramona-Placentia soils association was placed into Class II, which are soils described as having some limitations.³⁶ Soils of the Ramona-Placentia association have a slight to moderate erosion hazard; however, construction activities and the placement of “permanent vegetative cover” will reduce the soil’s erosion risk. As a result, the potential impacts are considered to be less than significant.

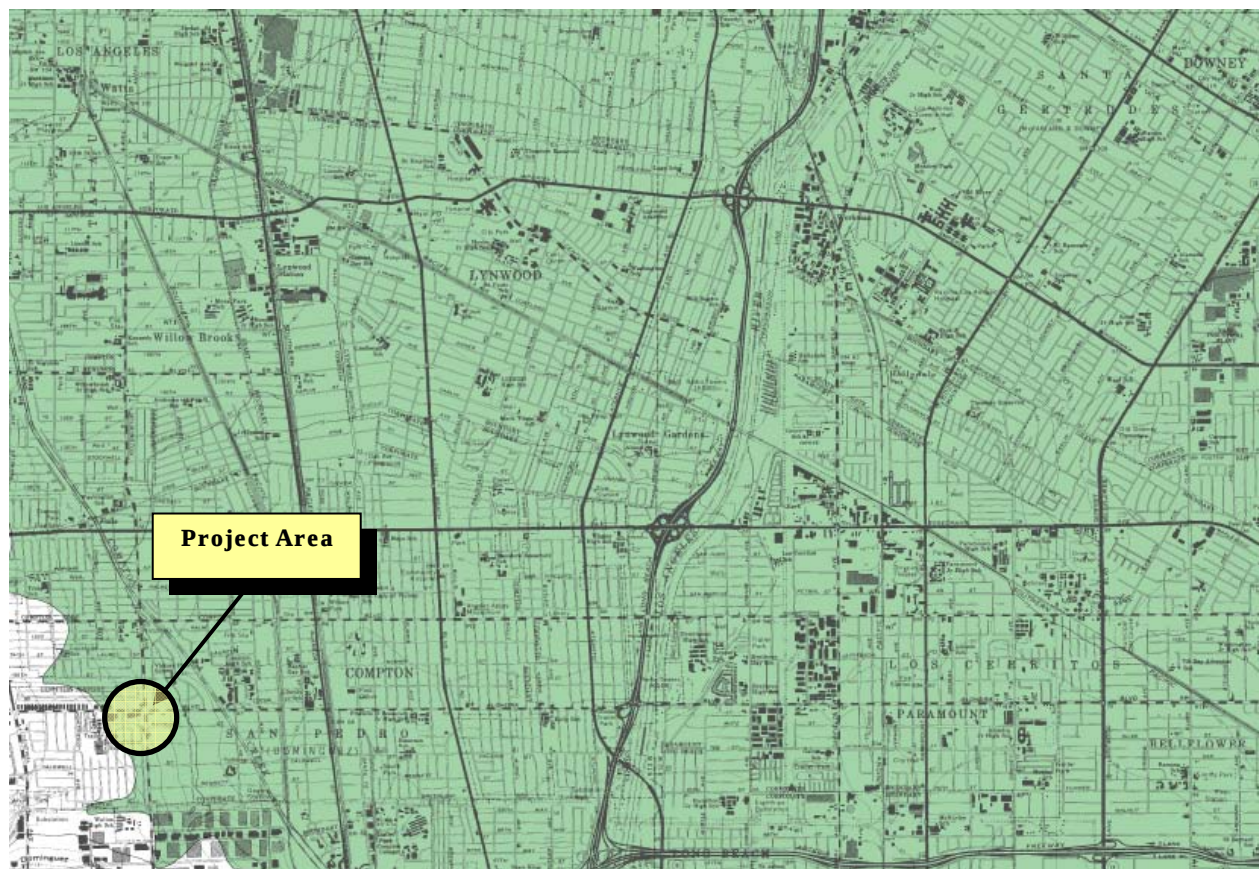
3.6.C. Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

The project site is underlain by soils of the Ramona-Placentia association. Soils that belong to the Ramona-Placentia association are well-drained, have a slight erosion risk, have very slow soil permeability, and are primarily used for urban development. The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-3). Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the proposed car wash since the new building will be constructed with strict adherence to the most pertinent State and City building codes. The Ramona-Placentia soils exhibit certain shrink swell characteristics (refer to Section 3.6.2.D). These soils become sticky when wet and expand according to the moisture content present at the time. An influx of groundwater may be absorbed by the soils and could lead to lateral spreading, though the impacts are considered to be less than significant since the building will be constructed with the strict adherence to the most pertinent State and City building codes.

The soils that underlie the project site (Ramona-Placentia) may be prone to subsidence due to its shrink swell characteristics.³⁷ Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. Although the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table, the mitigation provided in Section 3.6.2.D will address potential impacts related to subsidence. Grading and other construction activities are not expected to reach the depths required to encounter an underlying groundwater aquifer. In addition, the project will be required to be connected to the City’s water lines; therefore, the project’s operation will not affect any underlying groundwater.

³⁶ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

³⁷ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidencesupport.co.uk/what-causes-subsidence.html>



MAP EXPLANATION

Zones of Required Investigation:



Liquefaction

Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.



Earthquake-Induced Landslides

Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

EXHIBIT 3-3

LIQUEFACTION RISK

SOURCE: CALIFORNIA GEOLOGICAL SURVEY

The site is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects are expected to be less than significant with conformance with the most stringent building standards. As a result, the potential impacts are anticipated to be less than significant.

3.6.D. Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the California Building Code (2012) creating substantial risks to life or property? • Less than Significant Impact with Mitigation.

The soils that underlie the project site belong to the Ramona-Placentia association, which exhibit certain shrink swell characteristics. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.³⁸ These soils become sticky when wet and expand according to the moisture content present at the time. If soils consist of expansive clay, damage to foundations and structures may occur. In order to prevent foundation damage, the following mitigation is recommended:

- Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

Adherence to the above mitigation will reduce potential impacts to levels that are less than significant.

3.6.E. Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? • No Impact.

The existing facility is currently connected to the sanitary sewer system. No septic tanks would be used as part of the proposed project's operation. As a result, no impacts would result.

3.6.3 SIGNIFICANT EFFECTS

The analysis determined that the mitigation measure provided in Section 3.6.D will be effective in reducing potential impacts related to the potential for soil expansion and subsidence. With the implementation of the above mentioned mitigation measure, potential impacts will be reduced to levels that are less than significant.

³⁸ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*.
http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083.

3.7 GREENHOUSE GAS EMISSIONS IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.7.A	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
3.7.B	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	

3.7.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.7.2 ENVIRONMENTAL ANALYSIS

3.7.A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* • *Less than Significant Impact.*

Greenhouse gas (GHG) emissions are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O).³⁹ The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project. The SCAQMD has established a number of CEQA thresholds for significant GHG emissions though only one for industrial development is a quantified threshold. The latest threshold developed by SCAQMD is 10,000 metric tons carbon dioxide equivalent (MTCO₂E) per year for industrial projects. As indicated in Table 3-4, the CO₂E total for the project is 1,263.75 pounds per day or 0.58 metric tons per day. This translates into 211.7 metric tons per year, which is well below the threshold of 10,000 metric tons per year. Thus, impacts are expected to be less than significant.

³⁹ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-term Area Emissions	--	--	--	--
Long-term Energy Emissions	17.95	--	--	18.06
Long-term Mobile Emissions	1,244.65	0.05	--	1,245.69
Total Long-term Emissions	1,262.60	0.05	--	1,263.75

Source: CalEEMod.

As indicated previously, the GHG emissions will be well below the SCAQMD's thresholds. As a result, the impacts are less than significant.

3.7.B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. The proposed project would incorporate a number of several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5.

Table 3-5
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	Compliant. The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use; and implement TDM measures.	Compliant. As part of the proposed improvements, a new sidewalk and landscaping will be installed.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	Compliant. The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The project will also be required to install modern storm water runoff controls. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency, and energy recovery in cooperation with public services, districts and private entities.	Compliant. The project's contractors will be required to adhere to the use of sustainability practices involving waste diversion, recycling, water efficiency, energy efficiency, and energy recovery.	0.5%

Table 3-5
Project Consistency With the Attorney General's Recommendations

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	Compliant. The project will involve the installation of additional landscaping beyond that which presently exists.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	Compliant. Refer to responses above.	NA
Total Reduction Percentage:		36.0%

Source: California Office of the Attorney General, *Sustainability and General Plans: Examples of Policies to Address Climate Change*, updated January 22, 2010.

As indicated in the table, the proposed project would not impede the implementation of any of the CARB's recommended actions. As a result, the potential impacts are less than significant.

3.7.3 SIGNIFICANT EFFECTS

The proposed project would not result in any significant impacts with respect to greenhouse gas emissions. As a result, no mitigation measures are required.

3.8 HAZARDS & HAZARDOUS MATERIALS IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.8.A	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
3.8.B	Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
3.8.C	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
3.8.D	Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				X
3.8.E	Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
3.8.F	Would the project impair implementation of, or physically interfere with, an adopted emergency response plan, emergency response plan, or emergency evacuation plan?				X
3.8.G	Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
3.8.H	Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

3.8.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- The locating of a project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- A project located within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;
- A project located in the vicinity of a private airstrip that would result in a safety hazard for people residing or working in the project area;
- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

3.8.2 ENVIRONMENTAL ANALYSIS

3.8.A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? • Less than Significant Impact with Mitigation.*

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. No hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. The cleaning chemicals that will be used by the automated car wash consist of those that are biodegradable. In addition, the project Applicant must conform to all Regional Water Quality Control Board discharge requirements. The car wash will use clarifiers to reuse at least 50 percent of the water used at the car wash. The recycling of the water ensures that no contaminated water is discharged off-site. Although the chemicals that will be used to clean the cars are not considered hazardous, patrons may potentially dispose hazardous chemicals on-site such as motor oil and other vehicle fluids. Therefore, the following mitigation is required:

- Separate trash bins must be provided on-site for the disposal of vehicle lubricants and fluids, parts, and other maintenance accessories. These trash bins must be located at every parking stall and must be properly labeled.

3.8.B. *Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • No Impact.*

Due to the nature of the proposed project (an automated carwash), no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. In the event that any of the project's existing or future tenants will require the use, transport, or disposal of hazardous materials, the affected tenant(s) will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the use of those materials be required for daily operations. Adherence to the regulations outlined in Section 3.8.2.A will minimize the potential for an accidental release of toxic chemicals into the environment.

3.8.C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • No Impact.*

The nearest school to the project site is Crystal Stair Head Start Program's Sullivan site, located approximately 50 feet east of the project site, on the east side of South Wilmington Avenue. However, the activities anticipated as part of the facility's operation would not result in the emissions of any hazardous substances. As a result, no impacts related to the emissions of hazardous materials associated with the project's operation are anticipated.

3.8.D. *Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database did not return any results within the City of Compton.⁴⁰ As a result, no impacts will occur upon the implementation of the proposed project.

⁴⁰ California, State of, Department of Toxic Substances Control, *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*, 2009.

3.8.E. Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? • No Impact.

The nearest airport to the project site is the Compton/Woodley Airport, located approximately 100 feet to the north, on the north side of West Alondra Boulevard.⁴¹ The Compton/Woodley Airport has several runways; the longest being a paved runway extending 3,670 feet. The project site is not located within a designated Air Installations Compatible Use Zone of the Compton/Woodley Airport.⁴² In addition, the site is not located within the designated Runway Protection Zone and the proposed project will not penetrate the airport's 20:1 slope.⁴³ Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing the aforementioned airport. The runway protection zones for approaches and takeoffs are 1,000 feet and only extend to the east and west. These protection zones do not extend to the project site since the site is located south of the airport. As a result, the construction and subsequent operation of the automated car wash would not present a safety hazard related to aircraft or airport operations at a public use airport and no impacts will occur.

3.8.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? • No Impact.

There are no private airports located in Compton or in the adjacent cities. As a result, the project site is not located within two miles of an operational private airport or airstrip. As a result, the people working in the project area would not be impacted.

3.8.G. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? • No Impact.

At no time will Wilmington Avenue or Alondra Boulevard or any of the surrounding streets be completely closed to traffic. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the project site during construction as a means to provide continued through-access along Wilmington Avenue and Alondra Boulevard. As a result, no impacts are associated with the proposed project's implementation.

3.8.H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? • No Impact.

The project site and the adjacent properties are urbanized and there are no areas of native or natural vegetation found within the vicinity of the project site. The project site is located outside of any wildfire

⁴¹ Google Earth. Website accessed December 16, 2016.

⁴² The AICUZ zone is a designated clearance area near the aircraft approach and takeoff areas. The FAA instructions call for aircraft to avoid airspace around the County courthouse building located approximately 650 feet to the southwest.

⁴³ Los Angeles County Department of Regional Planning. *Los Angeles County Airport Land Use Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_compton-plan.pdf

risk designation, or any areas where there is natural vegetation that may represent a significant wildfire risk. As a result, no risk from wildfire is anticipated with the approval and subsequent implementation of the proposed project and no impacts will occur.

3.8.3 SIGNIFICANT EFFECTS

The environmental analysis determined that no significant impacts regarding hazards and hazardous materials will result upon the implementation of the proposed project. Therefore, no mitigation measures are required.

3.9 HYDROLOGY & WATER QUALITY IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.9.A	Would the project violate any water quality standards or waste discharge requirements?			X	
3.9.B	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3.9.C	Would the project substantially alter the existing drainage pattern of the site or area, including 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?				X
3.9.D	Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in flooding on- or off-site?				X
3.9.E	Would the project 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?		X		
3.9.F	Would the project substantially degrade water quality?				X
3.9.G	Would the project 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?				X
3.9.H	Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows?				X
3.9.I	Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure?			X	
3.9.J	Would the project result in inundation by seiche, tsunami, or mudflow?				X

3.9.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;
- The placement of 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;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

3.9.2 ENVIRONMENTAL ANALYSIS

3.9.A. *Would the project violate any water quality standards or waste discharge requirements? • Less than Significant Impact.*

The Los Angeles River is located approximately 2.8 miles east of the project site and Compton Creek is located approximately 1.25 miles east of the site. The site is located over the Central Basin Pressure Area that contains several aquifers that, in turn, are confined by numerous aquicludes. The proposed project involves the construction and operation of an automated car wash and other related on-site improvements.

The proposed project will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The project will utilize water clarifiers in order to reuse waste water that is produced as a by-product of the car wash. In addition, the chemicals that will be used to clean the cars will be biodegradable. Thus, the project will not introduce contaminated runoff into the local storm drain system. Adherence to the above mentioned regulations will reduce the potential impacts to levels that are less than significant.

3.9.B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • Less than Significant Impact.

The City of Compton is located within the central section of the Downey Plain, and is underlain by the Central groundwater basin. Water-bearing deposits found beneath the Downey plain include unconsolidated and semi-consolidated marine and non-marine alluvial sediments that yield significant amounts of groundwater. The Central Basin is bounded on the north by the Elysian and Repetto Hills; on the northeast by the Merced and Puente Hills; on the east by the Los Angeles County line; and on the southwest by the Newport-Inglewood fault along the Rosecrans, Dominguez, Signal, and Bixby Ranch Hills. Groundwater in the Central Basin is found in Holocene and Pleistocene Age sediments. Groundwater beneath the project site is regulated by the California Regional Water Quality Control Board (RWQCB) who has designated the groundwater beneath and in the vicinity of the site as a drinking water source. However, water supplies for the area come from a combination of groundwater and imported surface water and provided by municipal suppliers. Groundwater investigations have been conducted at facilities both immediately west and immediately north of the site. Groundwater has been reported at these sites at a depth of approximately 75 feet below ground surface with a general direction of flow to the east northeast. The proposed project involves the operation of an automated car wash and will increase future water consumption at the project site. Although water consumption will increase as a result of the proposed project, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies. As a result, the potential impacts would be less than significant.

3.9.C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? • No Impact.

As previously mentioned in Section 3.9.A, the proposed project will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. In addition, no natural drainage or riparian areas remain within the project site or surrounding area due to earlier development. No streams or rivers are located within the project site or in the immediate area. As a result, no significant erosion or siltation will occur upon project implementation.

3.9.D. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river in a manner which would result in flooding on- or off-site? • No Impact.*

As indicated previously, no naturally-occurring permanent surface water features exist within the project site or in the adjacent properties. In addition, the proposed project will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. As a result, no on-site or off-site flooding will occur upon project implementation.

3.9.E. *Would the project 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? • Less than Significant Impact with Mitigation.*

The proposed project will be required to implement storm water pollution control measures and to obtain storm water runoff permits pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. However, in the absence of mitigation, the impervious surfaces (i.e., internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. The following measures are required as a means to address potential stormwater impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.
- The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

3.9.F. *Would the project otherwise substantially degrade water quality? • No Impact.*

The measures identified in Section 3.9.A would mitigate any potential water impacts related to the proposed car wash construction and operations. As a result, no additional impacts beyond those previously identified are anticipated.

- 3.9.G. *Would the project 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? • No Impact.*

The project site and the immediate area are located within Flood Zone X as designated by the Federal Emergency Management Agency (FEMA). (Refer to Exhibit 3-4). This flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. In addition, the proposed project involves the operation of a car wash and will not introduce housing to the project site. Since the proposed project would not place housing within a flood zone, no impacts will result.

- 3.9.H. *Would the project place within a 100-year flood hazard area, structures which would impede or redirect flood flows? • No Impact.*

As indicated previously, the project site is located within Flood Zone X as identified by FEMA ("Zone X" refers to areas located outside of a designated flood zone). As indicated in the proceeding section, this flood zone has an annual probability of flooding of less than 0.2 percent and represents areas outside the 500-year flood plain. As a result, no impacts are anticipated.

- 3.9.I. *Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? • Less than Significant Impact.*

The project area is located within a potential inundation area of the Whittier Narrows Dam. Virtually all of City of Compton is included within this potential inundation area. Emergency response and evacuation plans for the affected areas have been established by the County Sheriff's Department and the U.S. Corps of Engineers, to facilitate emergency operations in the event of dam failure or river overflow. Therefore, the impacts related to flood flows are anticipated to be less than significant.

- 3.9.J. *Would the project result in inundation by seiche, tsunami, or mudflow? • No Impact.*

The project site would not be exposed to a tsunami since the site is located approximately 9.5 miles inland from the Pacific Ocean. There are no hillsides located in the area that would result in mudslides. In addition, there is no surface water bodies located in the immediate area that would result in a seiche. As a result, no impacts are expected.

3.9.3 SIGNIFICANT EFFECTS

As indicated previously, the area's hydrological characteristics would not substantially change due to the extent of the existing hardscape surfaces within the project site. However, mitigation is required to ensure that water run-off and water quality impacts are mitigated to levels that are less than significant.

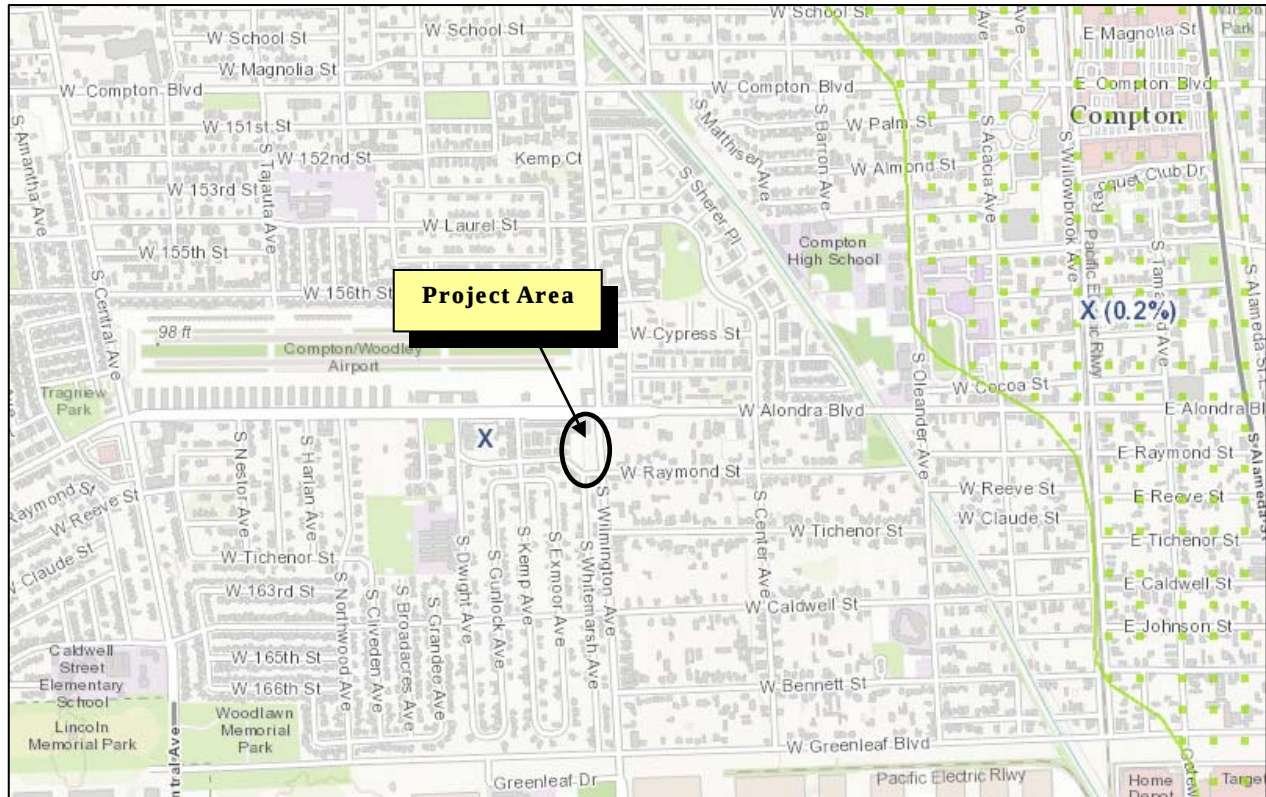


EXHIBIT 3-4 FEMA FLOOD MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

3.10 LAND USE & PLANNING IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.10.A	Would the project physically divide an established community, or otherwise result in an incompatible land use?				X
3.10.B	Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3.10.C	Would the project conflict with any applicable habitat conservation or natural community conservation plan?				X

3.10.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community;
- A conflict with an applicable land use plan, policy or regulation of the agency with jurisdiction over the project; and,
- A conflict with any applicable conservation plan or natural community conservation plan.

3.10.2 ENVIRONMENTAL ANALYSIS

3.10.A. Would the project physically divide an established community? • No Impact.

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. The project site is located in the midst of an urbanized area located in the western portion of the City of Compton. Surrounding land uses and development in the vicinity of the project site include the following:

- *East of the project site.* South Wilmington Avenue extends along the project site's east side. Commercial uses are located east of the project site, near the southeast corner of Wilmington Avenue and Alondra Boulevard. These commercial uses include a Dollar Tree store and a Louisiana Famous Fried Chicken restaurant. A pre-school facility is located south of these commercial uses.

- *North of the project site.* West Alondra Boulevard extends along the project site's north side. A 7-11 convenience store is located directly north of the project site on the northwest corner of Wilmington Avenue and Alondra Boulevard. Further north and to the northwest is the Compton/Woodley Airport.
- *South of the project site.* West Raymond Street extends along the project site's south side. A church facility occupies frontage along West Raymond Street, on the south of the project site. Residential uses are located further south.
- *West of the project site.* A health care facility and a dental facility are located adjacent to the project site. Residential uses are located further west.

The northern portion of the project site is currently occupied by the Miracle Market. The southern portion of the project site currently consists of two vacant lots. No residential land uses are located within the project site. As a result, no impacts related to the division of an established residential neighborhood would occur upon project implementation.

3.10.B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • Less than Significant Impact.

The Compton General Plan and Zoning Ordinance defines the permitted land uses and the corresponding development standards within the City. The Zoning designation that is applicable to the project site is *CL (Limited Commercial)* (refer to Exhibit 3-5).⁴⁴ The northern portion of the project site that is occupied by the Miracle Market has a General Plan Land Use designation of *General Commercial* (refer to Exhibit 3-6).⁴⁵ The southern portion of the project site that consists of two vacant lots has a General Plan Land Use designation of *Medium Density Residential*.

Since the Zoning designation is consistent with the proposed use, a Zone Change will not be necessary as part of the proposed project's implementation. The proposed car wash is a conditionally permitted use within the C-L zone and as a result it will require the approval of a Conditional Use Permit. At the present time, the proposed car wash use for the southern portion of the project site is not consistent with its General Plan designation, which is currently Medium Density Residential. Therefore, a General Plan Amendment (GPA) will be required for the proposed car wash. The proposed GPA will bring the commercial use (the car wash) into conformance with the zoning. In addition, the GPA will bring the General Plan into conformance with the existing development within the site and around the intersection of Alondra and Wilmington. As a result, the potential impacts are considered less than significant.

⁴⁴ Compton, City of. *City of Compton Zoning Map*.

⁴⁵ Compton, City of. *City of Compton General Plan Map*.

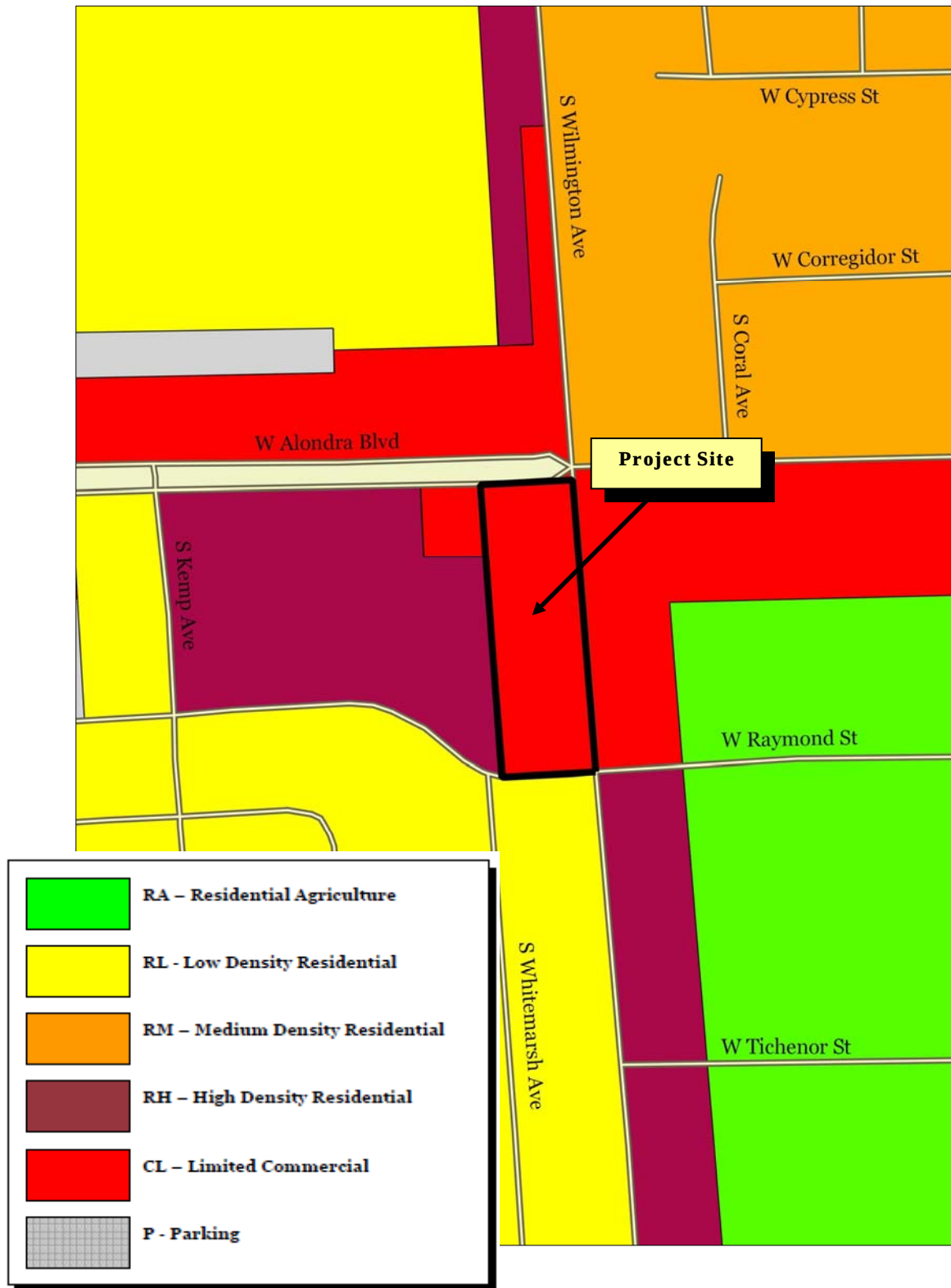


EXHIBIT 3-5
ZONING MAP

SOURCE: CITY OF SANTA FE SPRINGS

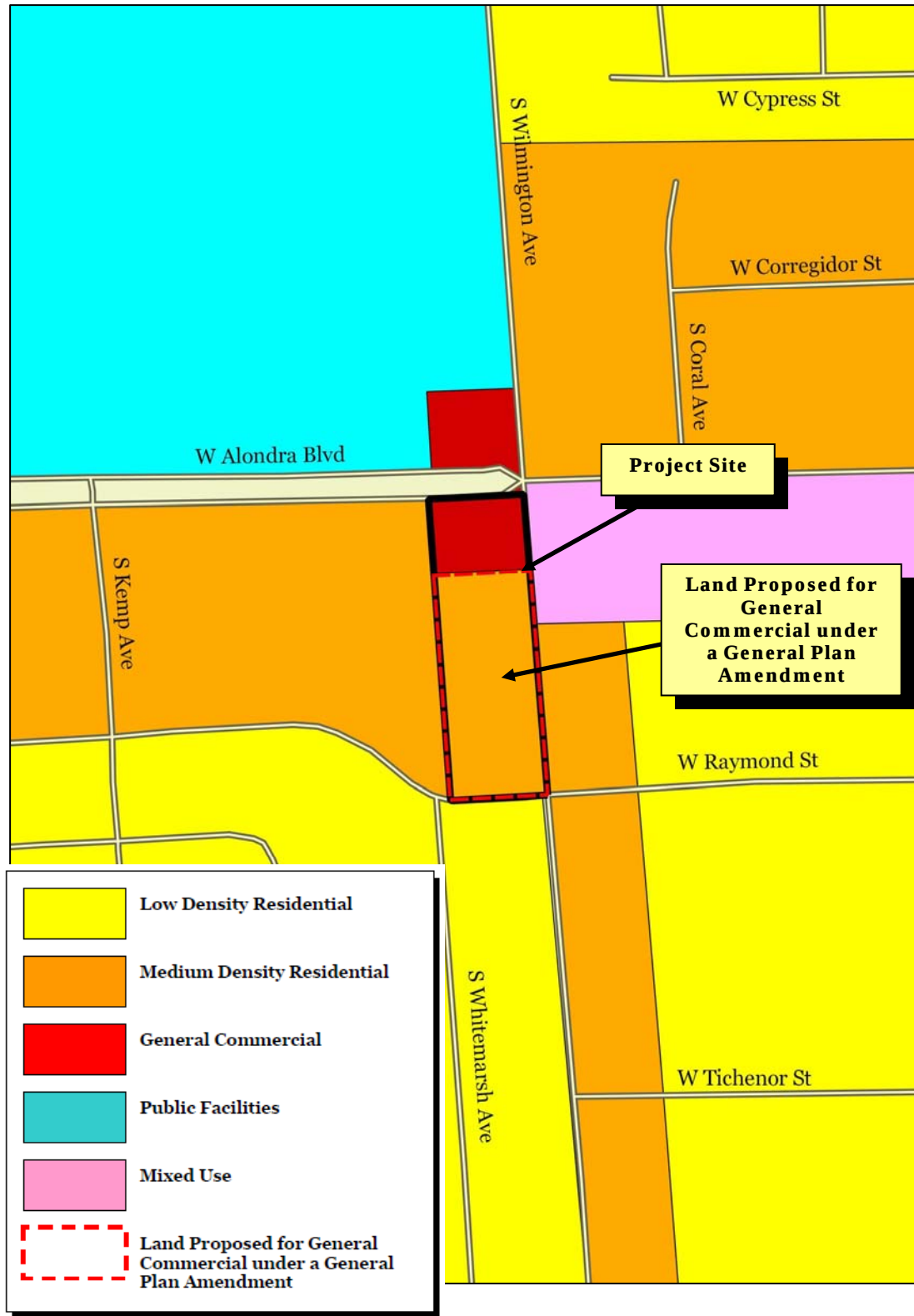


EXHIBIT 3-6
GENERAL PLAN MAP
SOURCE: CITY OF SANTA FE SPRINGS

3.10.C. Will the project conflict with any applicable habitat conservation plan or natural community conservation plan? • No Impact.

The project site is located in the midst of an urbanized area within the western portion of the City of Compton. No natural or native habitats are found within the project site or within the adjacent parcels. In addition, there are no areas within the immediate vicinity that are subject to habitat conservation plans. As a result, no impacts will result.

3.10.3 SIGNIFICANT EFFECTS

The environmental analysis determined that the proposed project would not result in any significant unavoidable adverse impacts on land use and development. As a result, no mitigation is required.

3.11 MINERAL RESOURCES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.11.A	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X
3.11.B	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

3.11.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- 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.

3.11.A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? • No Impact.

The project site does not contain sand, gravel, mineral, or timber resources. There are no active oil wells or natural resource extraction activities within the project site. A review of the California Division of Oil and Gas field records indicates that no abandoned wells are located within the project site.⁴⁶ One well is located approximately 125 feet west of the project site. As a result, no impacts are anticipated.

3.11.B. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? • No Impact.

There are no mineral, oil, or energy extraction and/or generation activities within the project site or in the immediate area. The resources and materials used in the construction would not include any materials that are considered to be rare or unique. Thus, the project would not result in any effects on mineral resources in the region and no impacts will occur.

⁴⁶ California, State of. Department of Conservation. *Oil, Gas, and Geothermal – District 1 Maps*. December 2015.

3.11.3 SIGNIFICANT EFFECTS

The environmental analysis determined that the proposed project would not result in any significant unavoidable adverse impacts on mineral resources. As a result, no mitigation is required.

3.12 NOISE IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.12.A	Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
3.12.B	Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels?			X	
3.12.C	Would the project result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
3.12.D	Would the project result in substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?			X	
3.12.E	For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
3.12.F	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

3.12.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance or applicable standards of other agencies;
- The exposure of people to, or the generation of, excessive ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the vicinity of the project above levels that exist without the project;
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- The locating of a project within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people residing or working in the project area to excessive noise levels; or,

- The locating of a project within the vicinity of a private airstrip that would result in the exposure of people residing or working in the project area to excessive noise levels.

3.12.2 ENVIRONMENTAL ANALYSIS

3.12.A. *Would the project result in exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* • *Less than Significant Impact.*

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-7. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.⁴⁷

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners located on the eastern portion of the project site. In addition, the project site is located in an area within the City of Compton that has a high level of ambient noise due to the project's site proximity to a major intersection and the Compton-Woodley Airport.

According to the General Plan, commercial uses are normally unacceptable in areas where the ambient noise levels exceed 75 dBA and are conditionally acceptable in areas where the ambient noise level ranges between 67 dBA and 78 dBA. Residential uses are normally unacceptable in areas where the ambient noise levels exceed 70 dBA and are conditionally acceptable in areas where the ambient noise level ranges between 55 dBA and 70 dBA.⁴⁸ Noise measurements were taken at a similar automated car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers. Therefore, the implementation of the proposed project may expose sensitive receptors to excessive noise levels in the absence of mitigation measures.

The nearest noise sensitive land uses include the residential units that are located 50 feet to the west, southwest, and south of the project site.⁴⁹ The church located 50 feet south of the project site will attenuate sound travelling from the project site to the surrounding residential uses, since the church building obstructs the line-of-sight between the residential uses and the project site. Furthermore, noise generated on-site will diminish as it travels to the nearest residential uses. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.

⁴⁷ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

⁴⁸ Compton, City of. *Draft City of Compton 2030 Comprehensive General Plan Update, Noise Element*. November 6, 2014.

⁴⁹ Google Earth. Website accessed October 6, 2016.

Although on-site noise levels will be diminished due to spreading loss and partially attenuated by the church building, mitigation is required to further diminish the on-site noise levels. The required mitigation includes:

- The Applicant must install signs in each parking stall that expressly prohibit the generation of excessive noise, such as engine revving and loud music.
- The car wash area will be secured after hours to prevent loitering and unauthorized parking of vehicles in the parking lot.

The on-site operational activities will be required to conform to the City's noise control requirements. The proposed project is not anticipated to generate excessive noise levels that would exceed the noise standards outlined in the City of Compton General Plan or those noise exposure limits identified in the pertinent City of Compton noise control requirements. The hours of operation will be limited to daytime hours and no activities will occur during the nighttime or early morning hours. As a result, less than significant impacts are anticipated to result from the proposed project's implementation.

3.12.B. Would the project result in exposure of people to, or the generation of, excessive ground-borne noise levels? • Less than Significant Impact.

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners located on the eastern portion of the project site.

These calculations include noise reductions to account for the attenuation provided by the equipment and cars that would be inside the car wash. Noise measurements were taken at a similar automated car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers. Noise measurements were taken at a similar automated car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers. Therefore, the implementation of the proposed project may expose sensitive receptors to excessive noise levels in the absence of mitigation measures. The aforementioned mitigation measures under 3.12.A will further reduce the potential noise impacts. In addition, the proposed car wash will not employ any equipment that would induce ground-borne vibration. As a result, the impacts are considered to be less than significant.

3.12.C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact.

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners located on the eastern portion of the project site. The aforementioned mitigation measures under 3.12.A will further reduce the potential noise impacts. As a result, the potential impacts will be less than significant.

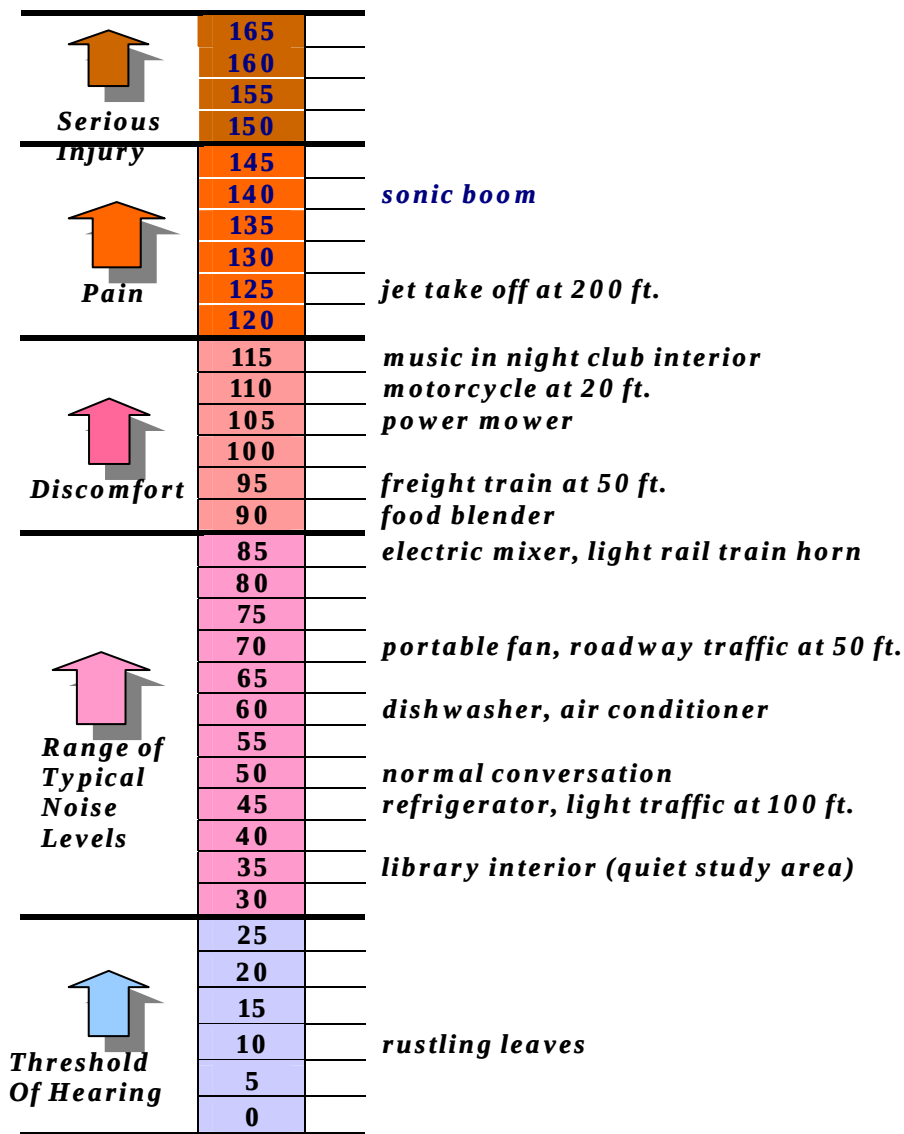


EXHIBIT 3-7 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

3.12.D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? • Less than Significant Impact.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-8. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. The nearest noise sensitive receptors are the residential units located approximately 50 feet west, southwest, and south of the project site. These sensitive noise receptors will not be significantly affected because the buildings that exist in between these receptors and the proposed project will block the noise. As a result, the impacts are anticipated to be less than significant.

3.12.E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

As indicated previously, the nearest airport to the project site is the Compton/Woodley Airport, located approximately 100 feet to the north, on the north side of West Alondra Boulevard.⁵⁰ The site is not located within the designated Runway Protection Zone.⁵¹ However, the site is located within the airport's 65 CNEL boundary. Noise generated by aircraft utilizing the aforementioned airport will not affect patrons and employees because the car wash is not a noise sensitive use. In addition, the site's location in a 65 CNEL zone is considered insignificant because that noise range is conditionally acceptable for commercial uses. As a result, no impacts will occur.

3.12.F. Within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? • No Impact.

There are no private airports located in Compton or in the adjacent cities. As a result, the proposed project would not expose people residing or working in the project area to excessive noise levels and no impacts will result.

3.12.3 SIGNIFICANT EFFECTS

The analysis determined that mitigation measures would be required as a means to reduce potential construction noise impacts to levels that are less than significant.

⁵⁰ Google Earth. Website accessed December 16, 2016.

⁵¹ Los Angeles County Department of Regional Planning. *Los Angeles County Airport Land Use Commission (ALUC), Airport Layout Plan*. http://planning.lacounty.gov/assets/upl/project/aluc_compton-plan.pdf

Typical noise levels in dBA 50 ft. from
source

			<u>70</u>	<u>80</u>	<u>90</u>	<u>100</u>
Equipment Powered by Internal Combustion Engines	Earth Moving Equipment	Compactors (Rollers)				
		Front Loaders				
		Backhoes				
		Tractors				
		Scrapers, Graders				
		Pavers				
		Trucks				
	Materials Handling Equipment	Concrete Mixers				
		Concrete Pumps				
		Cranes (Movable)				
		Cranes (Derrick)				
	Stationary Equipment	Pumps				
		Generators				
		Compressors				
Impact Equipment	Pneumatic Wrenches					
	Jack Hammers					
	Pile Drivers					
Other Equipment	Vibrators					
	Saws					

EXHIBIT 3-8 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

3.13 POPULATION & HOUSING IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.13.A	Would the project induce substantial population growth in an area, either directly or indirectly?				X
3.13.B	Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3.13.C	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

3.13.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project;
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere; or,
- The displacement of substantial numbers of people, necessitating the construction of replacement housing.

3.13.2 ENVIRONMENTAL ANALYSIS

3.13.A. Would the project induce substantial population growth in an area, either directly or indirectly?

- *No Impact.*

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. There are no dwelling units located on, or persons residing within, the boundaries of the project site. Furthermore, there are no homes that would be dislocated as part of the project's implementation. Thus, the use would not contribute to any growth-inducing impacts that would lead to increased population growth or facilitate new housing production.

3.13.B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? • No Impact.

As indicated in the previous section (Section 3.13.A), there are no dwelling units located on or persons residing within the existing project site. Furthermore, no homes would be displaced as part of the project's implementation. Since no housing units would be displaced as part of the proposed project's implementation, no replacement housing would be required, and no impacts will occur.

3.13.C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? • No Impact.

As indicated in the previous sections (Sections 3.13.A and 3.13.B), there are no dwelling units located on, or persons residing within, the boundaries of the project site. Furthermore, there are no homes that would be displaced as part of the proposed project's implementation. Since no housing units or persons would be displaced as part of the proposed project's implementation, no impacts will occur.

3.13.3 SIGNIFICANT EFFECTS

The environmental analysis in the preceding sections determined that the proposed project would not result in any significant adverse impacts on population and housing. As a result, no mitigation is required.

3.14 PUBLIC SERVICES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.14.A	Would the project result in substantial adverse physical impacts associated with the provision of 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 in <i>fire protection services</i> ?			X	
3.14.B	Would the project result in substantial adverse physical impacts associated with the provision of 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 in <i>law enforcement services</i> ?			X	
3.14.C	Would the project result in substantial adverse physical impacts associated with the provision of 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 in <i>educational services</i> ?				X
3.14.D	Would the project result in substantial adverse physical impacts associated with the provision of 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 in <i>governmental services</i> ?				X

3.14.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of 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 relative to *fire protection services*;
- A substantial adverse physical impact associated with the provision of 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 relative to *law enforcement services*;

- A substantial adverse physical impact associated with the provision of 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 relative to *educational services*; or,
- A substantial adverse physical impact associated with the provision of 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 relative to *governmental services*.

3.14.2 ENVIRONMENTAL ANALYSIS

3.14.A. *Would the project result in substantial adverse physical impacts associated with the provision of 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 fire protection services? • Less than Significant Impact.*

The City of Compton Fire Department (CFD) provides fire protection services in Compton. The headquarters, Station 1, is located at 201 South Acacia Avenue; Station 2 is located at 1323 East Palm Street; Station 3 is located at 1133 West Rosecrans Avenue; and Station 4 is located at 950 West Walnut Street. The first response station will be Station 4. The proposed project would not generally result in any new impacts on fire protection beyond those which already exist within the City. As a result, the proposed project's potential impacts are less than significant.

3.14.B. *Would the project result in substantial adverse physical impacts associated with the provision of 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 law enforcement services? • Less than Significant Impact.*

Police protection and law enforcement services are provided by the Los Angeles County Sheriffs Department (LACSD). The City and project site are served by the Compton Station, located at 301 South Willowbrook Avenue adjacent to the Compton City Hall. Emergency response times throughout the City averages approximately 2.5 minutes. The proposed project would not generally result in any additional impacts on law enforcement services beyond those that already exist within the City. As a result, the potential impacts are less than significant.

3.14.C. *Would the project result in substantial adverse physical impacts associated with the provision of 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 educational services? • No Impact.*

The City is located within the service area of the Compton Unified School District (CUSD). The district has a K-12 enrollment of 32,512 students. The CUSD operates a total of 24 elementary schools, eight middle

schools, three comprehensive high schools, and four alternative high schools. No student generation will occur with the operation of the proposed project and as a result, no impacts will occur.

3.14.D. Would the project result in substantial adverse physical impacts associated with the provision of 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 other governmental services? • No Impact.

No new governmental services would be needed to accommodate the proposed project. As a result, the proposed project is not expected to have any impact on existing governmental services.

3.14.3 SIGNIFICANT EFFECTS

The analysis determined that the proposed project's impacts are less than significant and would not require mitigation related to public services.

3.15 RECREATION IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.15.A	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
3.15.B	Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

3.15.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ENVIRONMENTAL ANALYSIS

3.15.A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? • No Impact.

The City of Compton Parks and Recreation Department maintains 13 local parks that encompass 60 acres of parkland. No parks or recreational facilities are located in the vicinity of the project site. The proposed car wash use would not result in a direct demand for park facilities. As a result, no changes in the demand for local parks and recreation facilities are anticipated and no impacts are anticipated.

3.15.B. Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? • No Impact.

The proposed project site is not located immediately adjacent to any existing park nor would it result in any direct increased demand. As a result, no impacts are anticipated.

3.15.3 SIGNIFICANT EFFECTS

The environmental analysis in the preceding section determined that the proposed project would not result in any significant unavoidable adverse impacts on recreational facilities and services. As a result, no mitigation is required.

3.16 TRANSPORTATION & CIRCULATION IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.16.A	Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
3.16.B	Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways?				X
3.16.C	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
3.16.D	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
3.16.E	Would the project result in inadequate emergency access?				X
3.16.F	Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;

- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- Substantial increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in Inadequate emergency access;
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.16.2 ENVIRONMENTAL ANALYSIS

3.16.A Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? • Less Than Significant Impact.

The proposed project will involve the construction and operation of an automated car wash and other related on-site improvements. The existing roadway network located in the vicinity of the project site includes Wilmington Avenue, which abuts the project site to the east and extends in a north-south orientation; and Alondra Boulevard, which abuts the project site to the north and extends in an east-west orientation. Direct vehicular access to the project site will be provided by three 30-foot-wide driveway connections that will be located along the eastern boundary of the project site, along the west side of Wilmington Avenue.

The Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition is frequently used to calculate a project's potential trip generation. For this project, the ITE land use code for automated car washes was used (the ITE code is 947). The independent variable used in calculating trip generation was the number of "stalls". For this project, seven stalls will be provided (the number of proposed parking stalls with vacuums). According to the ITE trip generation rates, the car wash will generate 108 average daily trips (ADT) per stall, translating into a total trip rate of 756 ADT. In addition, the PM peak hour rate is six percent of the total ADT, which translates in to 45 PM peak hour trips. In addition, car washes typically have a very high pass-by rate of approximately 60 percent. .

Pass-by trips are trips generated to the project site by vehicles that are traveling to a different end destination. An example of a pass-by trip to a car wash would be a resident leaving their house and stopping at the car wash on their way to a supermarket without originally intending to visit the car wash. Since pass-by trips are trips made en route to an end destination, they are not considered a full trip. Uses that generate a large number of pass-by trips are typically not end destinations (car washes, convenience stores, gas stations, ATMs, certain drive-thru establishments, etc). When considering the pass-by adjustment, the total pass-by ADT will be 453 trips per day and the pass-by PM peak hour trips will be 27 PM peak hour trips. When considering the aforementioned pass-by adjustments, the total ADT trip

generation will be 303 ADT (756 ADT – 453 pass-by ADT = 303 ADT) and the total PM peak hour trips will be 18 PM peak hour trips (45 PM peak hour trips – 27 pass-by PM peak hour trips = 18 PM peak hour trips.). This additional traffic generation is minimal and is not anticipated to affect the level of service of any nearby roadway segment. The existing level of service (LOS) for the Alondra Boulevard segment located west of Wilmington Avenue is LOS C. The existing level of service for the segment of Wilmington Avenue south of Alondra Boulevard is LOS D. The additional traffic that is anticipated to be generated by the proposed car wash will not affect the level of service for the above roadway segments. As a result, the impacts will be less than significant.

3.16.B. Would the project conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? • No Impact.

The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The Los Angeles County Congestion Management Program (CMP) Report is a composite of traffic counts and improvement projects developed and implemented by the Los Angeles County Metropolitan Transportation Authority (L.A. County MTA) and local governments. The CMP serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the program be analyzed by CMP criteria should a project generate 50 or more peak hour trips to the subject intersection. None of the CMP intersection or freeway monitoring stations are located within the study area. No CMP analysis is required and no impacts are anticipated to occur.

3.16.C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks? • No Impact.

The proposed use would not impact any Federal Aviation Administration (FAA) air traffic height restrictions. Finally, the project site is not located within an approach or take-off aircraft safety zone. As a result, no impacts will occur.

3.16.D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • No Impact.

Access to the project site will be available via three 30-foot wide driveways along the west side of Wilmington Avenue. The northernmost driveway will provide access to the Miracle Market, while the two remaining driveways will provide ingress and egress to the automated car wash. These driveways have sufficient width to accommodate vehicular ingress and egress. Additionally, the driveways are strategically placed and ample distance will be provided to serve as a buffer between the driveways so as to not create a hazardous condition.

The internal drive aisle that extends along the northern boundary of the car wash (the center driveway) will accommodate vehicle queuing. This drive aisle has a maximum queuing capacity of 10 vehicles.⁵² Additional queuing may be provided by the drive aisle that extends through the center portion of the site in a north-south orientation. If additional queuing space is needed, this drive aisle will accommodate surplus vehicles attempting to enter the car wash. Given a peak hour trip rate of 45 vehicles in a maximum case situation, there is sufficient stacking in the drive aisle and the internal aisle to accommodate the projected traffic. Surveys of other car washes were completed to confirm that there was sufficient capacity on-site to accommodate the projected demand. In addition, no modifications to any public roadway will be made as part of the proposed project. As a result, no impacts will occur.

3.16.E. Would the project result in inadequate emergency access? • No Impact.

The proposed project will not affect emergency access to any adjacent parcels. At no time will Wilmington Avenue, Alondra Boulevard, or any of the surrounding streets be completely closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

3.16.F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? • No Impact.

No conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities will exist upon the implementation of the proposed project. No existing bus stops will be removed as part of the proposed project. As a result, the proposed project will not result in any impacts.

3.16.3 SIGNIFICANT EFFECTS

The traffic analysis concluded that the project would not result in any significant traffic-related impacts.

⁵² Refer to Exhibit 2-5.

3.17 UTILITIES IMPACTS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.17.A	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
3.17.B	Would the project 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 impacts?				X
3.17.C	Would the project 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?				X
3.17.D	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
3.17.E	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
3.17.F	Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
3.17.G	Would the project comply with Federal, State, and local statutes and regulations related to solid waste?				X

3.17.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;

- An overcapacity of the storm drain system, causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Utilization of a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; or,
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste.

3.17.2 ENVIRONMENTAL ANALYSIS

3.17.A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? • Less Than Significant Impact.*

The County Sanitation Districts of Los Angeles County (LACSD) treats wastewater from the City of Compton.⁵³ Local sewer lines are maintained by the City of Compton, while the LACSD owns, operates, and maintains the large trunk sewers of the regional wastewater conveyance system. The wastewater generated in the project area is conveyed to the Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The remaining treatment capacity for the Carson WRP is approximately 59 mgd. Wastewater from the car wash tunnel will be filtered through underground clarifiers prior to being discharged into the City's storm drain system. Therefore, contaminants from the wastewater will not affect the local waste discharge requirements. As indicated in Table 3-6, the future development is projected to generate a maximum of 9,450 gallons of effluent on a daily basis, which is well under the capacity of the Carson WRP. This number was derived by assuming 12.5 gallons of water per vehicle. This consumption rate assumes reclamation and recycling.

Table 3-6
Maximum Potential Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Car Wash	756 vehicles	12.5 gals/vehicle (this figure represents half of the water consumed per vehicle)	9,450 gals/day

Source: Blodgett Baylosis Environmental Planning.

No new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project and as a result, the impacts are expected to be less than significant.

⁵³ Sanitation Districts of Los Angeles County, Joint Water Pollution Control Plant.
<http://www.lacsd.org/wastewater/wwfacilities/jwpcp/default.asp>.

3.17.B. Would the project 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 impacts? • No Impact.

As indicated in the previously, the proposed project will generate approximately 9,450 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Carson WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project and no impacts are anticipated to occur.

3.17.C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • No Impact.

The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has the regional, County-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's stormwater management guidelines. As a result, no impacts will occur.

3.17.D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • No Impact.

Compton is located over the Central Basin Pressure Area that contains several aquifers that, in turn, are confined by numerous aquicludes. Water supply in the City is derived from local groundwater wells operated and maintained by the Compton Municipal Water Department and imported water from the Metropolitan Water District (MWD). The car wash would require approximately 9,450 gallons of water per day (756 vehicles at 12.5 gallons of water per vehicle), which assumes the implementation of the required reclamation and recycling of water. Reclamation systems in automated-conveyor car washes reclaim an average of 50 percent of the total water used. Table 3-7 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 5,000 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, no impacts will result upon implementation of the proposed project.

Table 3-7
Maximum Potential Water Consumption (gals/day)

Use	Unit	Factor	Generation
Car Wash	756 vehicles	12.5 gals/vehicle	9,450 gals/day

Source: Blodgett Baylosis Environmental Planning.

3.17.E. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? • No Impact.

The proposed project will consume approximately 9,450 gallons of water per day. As indicated in Section 3.17.2.A, the proposed project is anticipated to produce 9,450 gallons of effluent (wastewater) daily. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The amount of effluent generated by the project is well under the capacity of the Carson WRP. As a result, no impacts are anticipated to occur.

3.17.F. Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? • No Impact.

Trash collection is provided by the Republic Services and other private haulers for disposal into the into area landfills. The solid waste will be taken to local transfer stations for recycling with the non-recyclable waste disposed of at local landfills such as Sunshine Canyon. As indicated in Table 3-8, the future daily solid waste generation is projected to be 124 pounds per day. The proposed project will contribute a limited amount to this waste stream.

Table 3-8
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Car Wash	2,960 square feet	42 lbs/day/1,000 sq. ft.	124 lbs/day

Source: Blodgett Baylosis Environmental Planning, 2016.

As previously mentioned in Section 3.8.A, patrons may potentially dispose hazardous chemicals on-site such as motor oil and other vehicle fluids. The mitigation measure provided in Section 3.8.A will ensure that the hazardous waste is placed in separate, properly labeled containers for their proper disposal. As a result, no impacts on solid waste generation are anticipated.

3.17.G. Will the project comply with Federal, State, and local statutes and regulations related to solid waste? • No Impact.

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

3.17.3 SIGNIFICANT EFFECTS

The analysis determined the proposed project would not result in any significant adverse utility impacts. As a result, no mitigation is required.

SECTION 4 - CONCLUSIONS

4.1 MANDATORY FINDINGS OF SIGNIFICANCE

The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

- The proposed project *would not* have the potential to degrade the quality of the environment;
- The proposed project *would not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals;
- The proposed project *would not* have impacts, that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City; and,
- The proposed project *would not* have environmental effects that would adversely affect humans, either directly or indirectly.

4.2 MITIGATION MEASURES

In order to ensure that the proposed use is screened from the residential uses to the west, the following mitigation measure is required:

- The six-foot-high block wall that is located along the western boundary of the project site shall remain or be replaced. The aforementioned block wall shall remain erect throughout the operational life of the proposed project.

The tribal representative indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required pursuant to AB-52 consultation with Mr. Andrew Salas:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In order to prevent foundation damage, the following mitigation is required:

- Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

In order to prevent the disposal of hazardous vehicle products, the following mitigation is required:

- Separate trash bins must be provided on-site for the disposal of vehicular fluids, parts, and other maintenance accessories. These trash bins must be located at every parking stall and must be properly labeled.

The following measures are required as a means to address potential stormwater impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.
- The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

The required mitigation measures that will address potential noise-related impacts are listed below.

- The Applicant must install signs in each parking stall that expressly prohibit the generation of excessive noise, such as engine revving and loud music.
- The car wash area will be secured after hours to prevent loitering and unauthorized parking of vehicles in the parking lot.

4.3 MITIGATION MONITORING & REPORTING PROGRAM

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4-1 provided on the following pages.

Table 4-1
Mitigation-Monitoring Program

Mitigation Measure	Period of Implementation	Monitoring Responsibility	Date	Comments and Initials
Mitigation Measure No. 1 (Aesthetic Impacts). The six-foot-high block wall that is located along the western boundary of the project site shall remain or be replaced. The aforementioned block wall shall remain erect throughout the operational life of the proposed project.	Mitigation occurs during the project's construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 2 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.	Mitigation occurs during the project's construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 3 (Geology & Soils Impacts). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.	Mitigation occurs during the project's construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 4 (Hazards & Hazardous Materials Impacts). Separate trash bins must be provided on-site for the disposal of vehicular fluids, parts, and other maintenance accessories. These trash bins must be located at every parking stall and must be properly labeled.	Mitigation occurs prior to issuance of a Certificate of Occupancy.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 5 (Hydrology & Water Quality Impacts). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	Mitigation occurs during the project's construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		

**Table 4-1
Mitigation-Monitoring Program**

Mitigation Measure	Period of Implementation	Monitoring Responsibility	Date	Comments and Initials
Mitigation Measure No. 6 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	Mitigation occurs during the construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No.7 (Hydrology & Water Quality Impacts). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.	Mitigation occurs during the construction phase.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 8 (Noise Impacts). The Applicant must install signs in each parking stall that expressly prohibit the generation of excessive noise, such as engine revving and loud music.	Mitigation occurs during the project's operation.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		
Mitigation Measure No. 9 (Noise Impacts). The car wash area will be secured after hours to prevent loitering and unauthorized parking of vehicles in the parking lot.	Mitigation occurs during the project's operation.	City of Compton Community Development Department. • The Applicant is responsible for implementation.		



SECTION 5 – REFERENCES

5.1 PREPARERS

BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

16388 E. Colima Road, Suite 206J

Hacienda Heights, CA 91745

(626) 336-0033

Alejandra Rocha, Project Manager

Bryan Hamilton, Project Planner

Marc Blodgett, Principal

Liesl Sullano, Project Planner

5.2 REFERENCES

Compton, City of, *General Plan*, as amended.

Compton, City of, *General Plan Environmental Baseline Report*.

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California Department of Conservation, Division of Oil, Gas, Geothermal Resources, *Regional Wildcat Map 101*, 2009.

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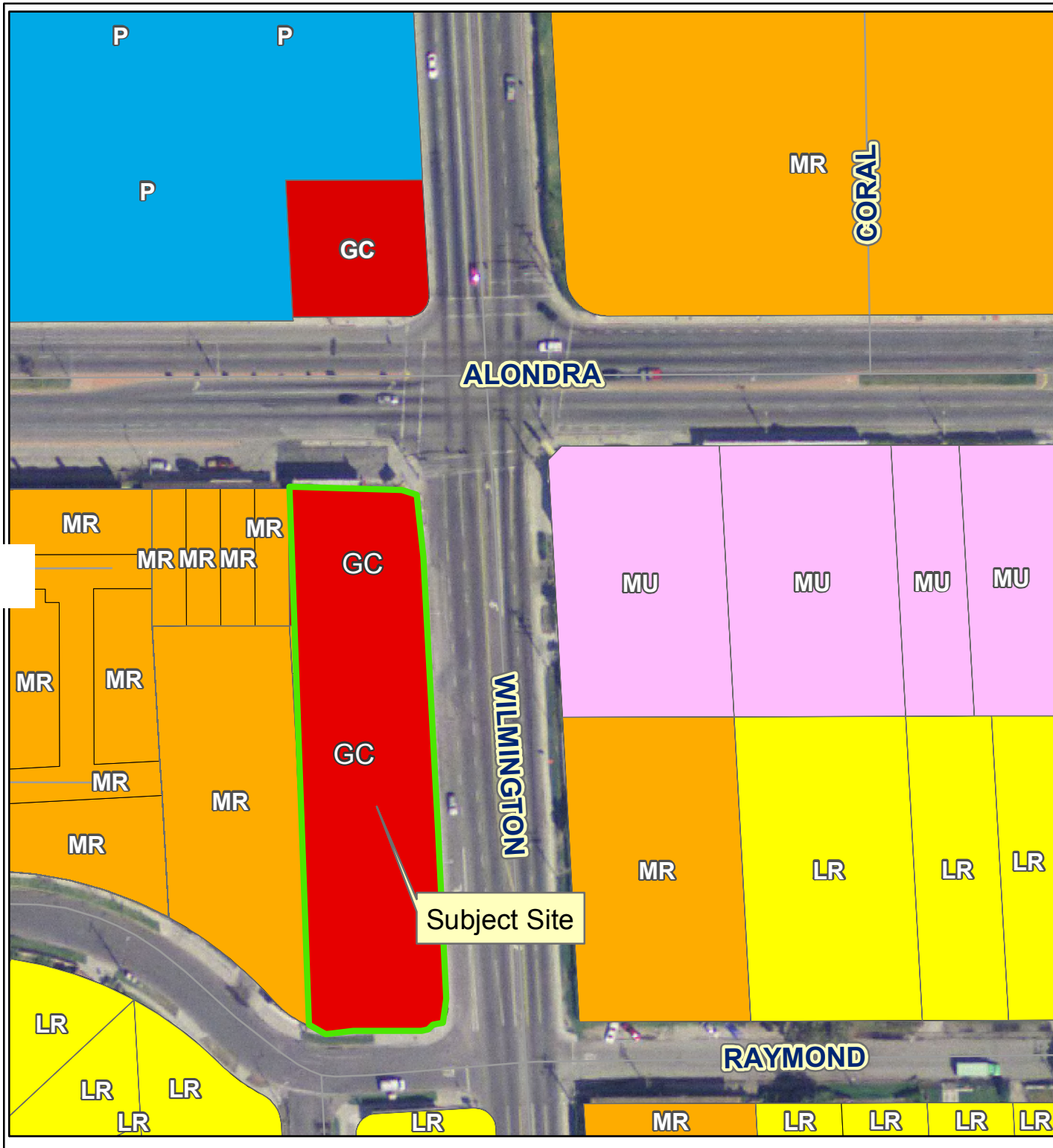
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U.S. Environmental Protection Agency, *Noise from Construction Equipment Operations, Building Equipment and Home Appliances*, 1971.

U.S. Geological Survey, *Evaluating Earthquake Hazards in the Los Angeles Region-An Earth Science Perspective (USGS Professional Paper 1360)*, 1981.





CITY OF COMPTON

PROPOSED GENERAL PLAN MAP

General Plan Amendment No. 17-000001
 Conditional Use Permit Case No. 16-000018
 Mitigated Negative Declaration No. 943
 961 S. Wilmington Ave.
 APNs: 6141-013-001 thru 6141-013-003

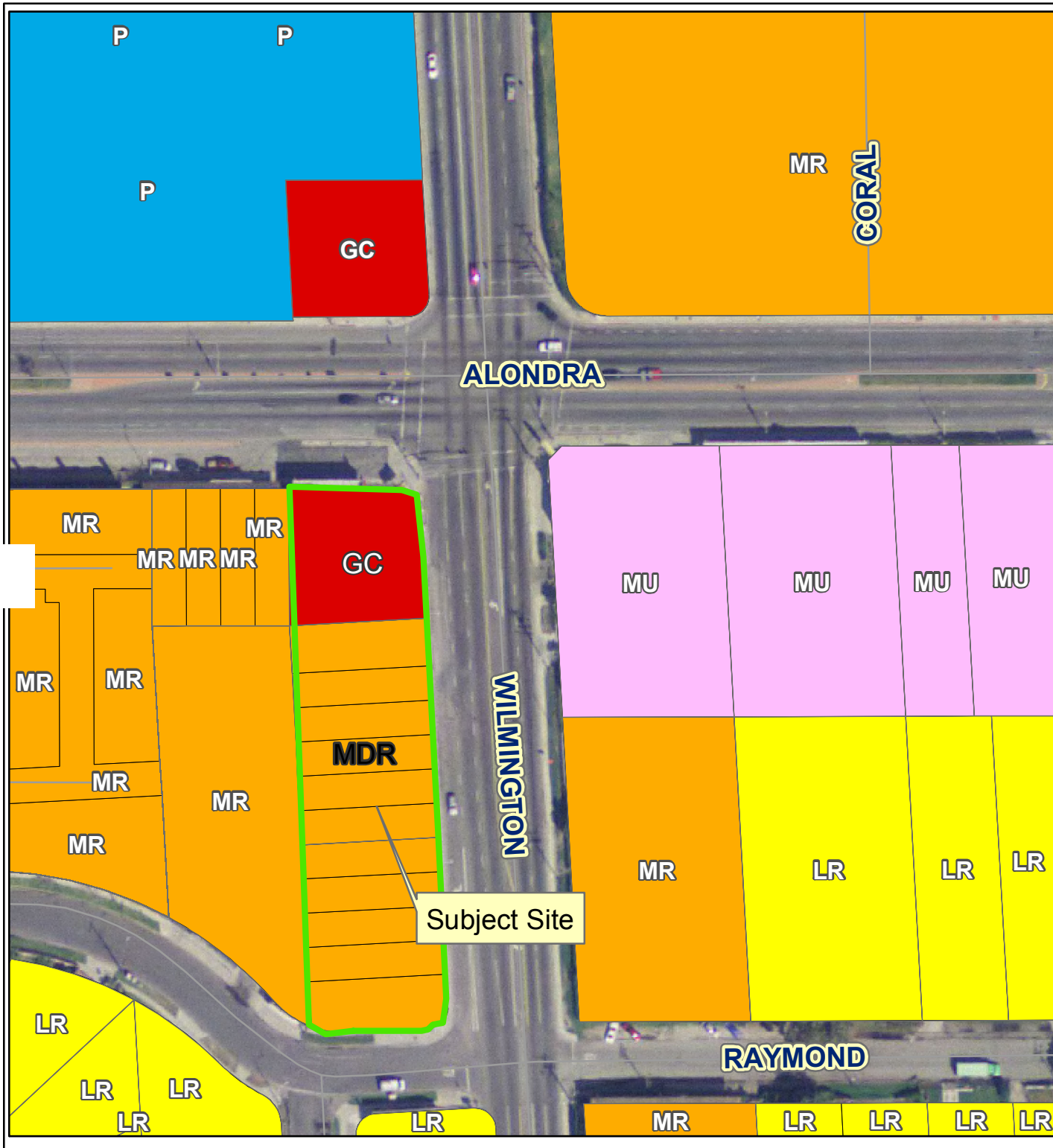
Legend

- parcels
- City Limits
- Low Density Residential <8.0 du/ac
- Medium Density Residential 8.1-17.0 du/ac
- High Density Residential 17.1-34.0 du/ac
- General Commercial
- Mixed Use
- Industrial
- Open Space/Parks
- Public/Quasi-Public
- Transportation



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CITY OF COMPTON

EXISTING GENERAL PLAN MAP

General Plan Amendment No. 17-000001
 Conditional Use Permit Case No. 16-000018
 Mitigated Negative Declaration No. 943
 961 S. Wilmington Ave.
 APNs: 6141-013-001 thru 6141-013-003

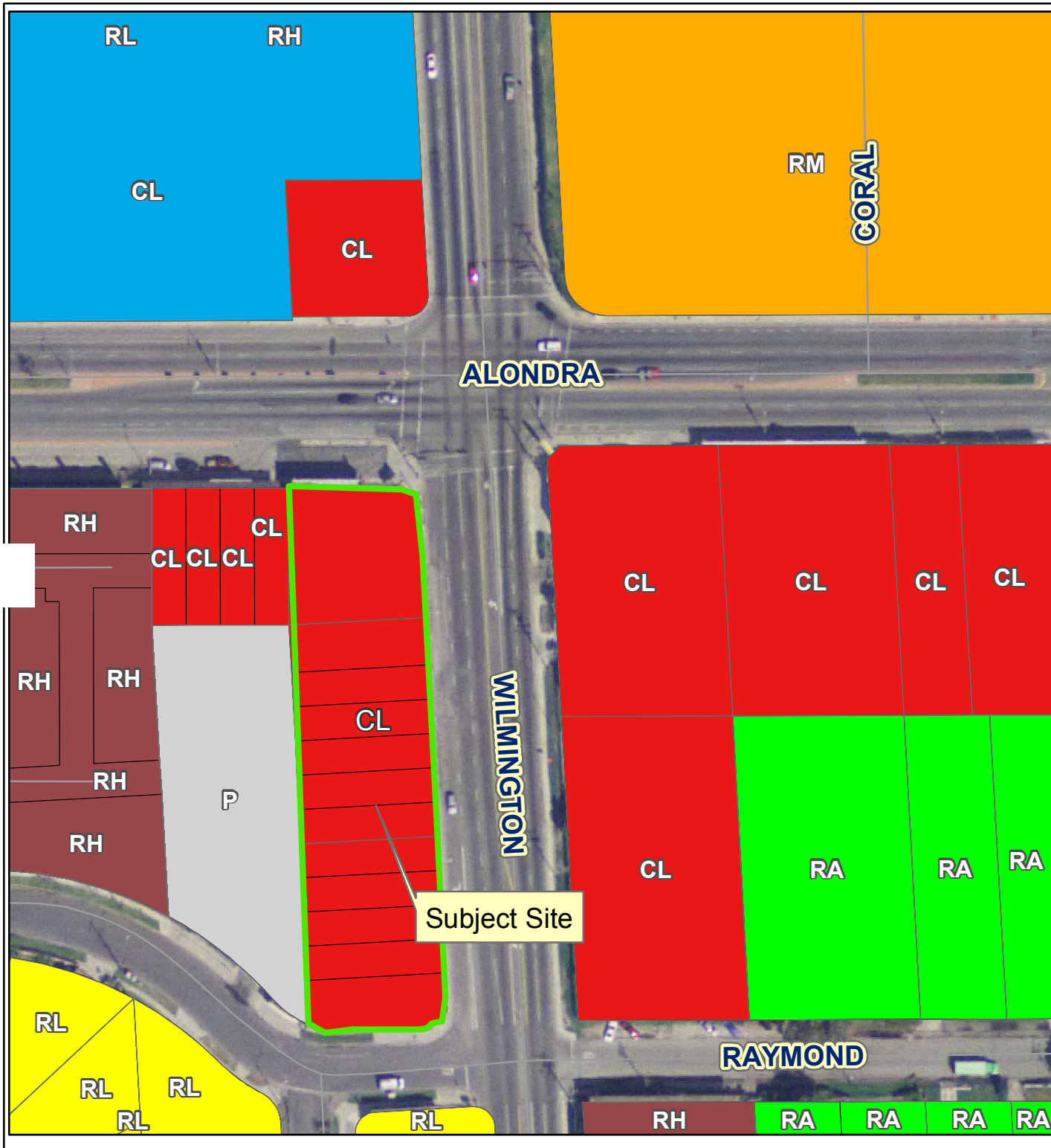
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CITY OF COMPTON

ZONING MAP

General Plan Amendment No. 17-000001
 Conditional Use Permit Case No. 16-000018
 Mitigated Negative Declaration No. 943
 961 S. Wilmington Ave.
 APNs: 6141-013-001 thru 6141-013-003

Legend

- parcels
- City Limits
- RA - Residential Agriculture
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- P - Parking
- PRL - Parking/Low Density Residential
- PRM - Parking/Medium Density Residential
- PRH - Parking/High Density Residential
- CL - Limited Commercial
- CM - Commercial Manufacturing
- ML - Limited Manufacturing
- MH - Heavy Manufacturing
- B - Buffer
- LAC - Los Angeles County
- UNZONED



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CITY OF COMPTON

AERIAL MAP

General Plan Amendment No. 17-000001
Conditional Use Permit Case No. 16-000018
Mitigated Negative Declaration No. 943
961 S. Wilmington Ave.
APNs: 6141-013-001 thru 6141-013-003



Legend

-  parcels
-  City Limits



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ITEM 4B



Community Development Department

205 S. Willowbrook Ave., Compton, CA 90220 (310) 605-5532 Fax: (310) 761-1488 www.comptoncity.org

STAFF REPORT

CASE NO.	GENERAL PLAN AMENDMENT CASE NO. 17-000001 CONDITIONAL USE PERMIT CASE NO. 16-000018 MITIGATED NEGATIVE DECLARATION NO. 943
LOCATION	961 S. WILMINGTON AVE. APN: 6141-013-001 APN: 6141-013-002
REQUEST	APPROVE A GENERAL PLAN AMENDMENT TO AMEND THE EXISTING GENERAL PLAN LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO GENERAL COMMERCIAL (GC) AND APPROVE A CONDITIONAL USE PERMIT TO ESTABLISH A 2,959.84 SQ. FT CARWASH AND ADOPT MITIGATED NEGATIVE DECLARATION NO. 943
HEARING DATE	NOVEMBER 8, 2017

Owner/Applicant:

Mr. Kevin Park
1041 N. Horseshow Bend
Walnut, CA 91789

Requested Action/Project Description

The Applicant is requesting approval of General Plan Amendment Case No. 17-000001, Conditional Use Permit (CUP) Case No. 16-000018 and Mitigated Negative Declaration No. 943, to request to construct an 2,959 square foot automatic self-service drive thru carwash on a vacant lot and to change the General Plan land use designation of the subject site from Medium Density Residential (MDR) to General Commercial to be consistent with the existing Limited Commercial (C-L) zone. A CUP is required for an automatic carwash pursuant to section 30-12 of the Compton Municipal Code (CMC).

The subject site is zoned Limited-Commercial (C-L) with corresponding General Plan land use designation of Medium Density Residential (MDR) and is a 21,137.62 square foot (0.485 acres) rectangular-shaped parcel of land located along S. Wilmington Ave. The area surrounding the subject site is developed both commercially and residentially. Properties to the west of the subject site are zoned residential and are developed with single family homes. The properties to the north and east of the subject site are zoned Limited Commercial.

#5.

General Plan Amendment Case No. 17-000001

Conditional Use Permit Case no. 16-000018

Mitigated Negative Declaration case no. 943

October 11, 2017

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Table 1.

Zoning and Land Use

SUMMARY	Project Site	North	South	East	West
General Plan	Medium Density Residential (MDR)	Limited Commercial (C-L)	Low Density Residential (LDR)	Medium Density Residential (MDR)	Medium Density Residential (MDR)
Zoning	Limited Commercial (C-L)	Limited Commercial (C-L)	Low Density Residential (LDR)	Limited Commercial (C-L)	Medium Density Residential (MDR)
Existing Land Use	Vacant	Retail	Church	Commercial	Residential

Environmental Determination:

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study for the project was prepared that identifies and evaluates the environmental impacts of the project. The City of Compton, in its capacity as Lead Agency, has determined that the proposed project requires a Mitigated Negative Declaration as part of its environmental review. A Mitigated Negative Declaration is a determination that the proposed project will not have a significant effect on the environment, with the adoption of mitigation measures.

Background

The site is currently vacant and has been since the mid 1960's. The site is undeveloped and approximately 21,137.62 square foot, and has no buildings or structures onsite. No improvements have been made to the site for nearly sixty years. During this period the GP designation was changed from commercial to residential in 1991. The GP changed to residential while the zoning remained commercial creating an inconsistency between the GP and Zoning Code. The site is partially paved for the abutting grocery store with a parking for the abutting lot and no other improvements exist.

General Plan Amendment Case No. 17-000001
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Image 1

View west of the proposed Express Car Wash

ANALYSIS

Under CMC section 30-12, all car washes require the approval of a Conditional Use Permit (CUP). The CUP process gives the city an opportunity to thoroughly evaluate each proposal and manage/control potential negative impacts to the surrounding areas by the imposition of conditions of approval. Mr. Park is proposing to construct a tunnel style car wash structure with a total floor area of 2,960 square feet and will include an office, an equipment room, a restroom, and an electric room.

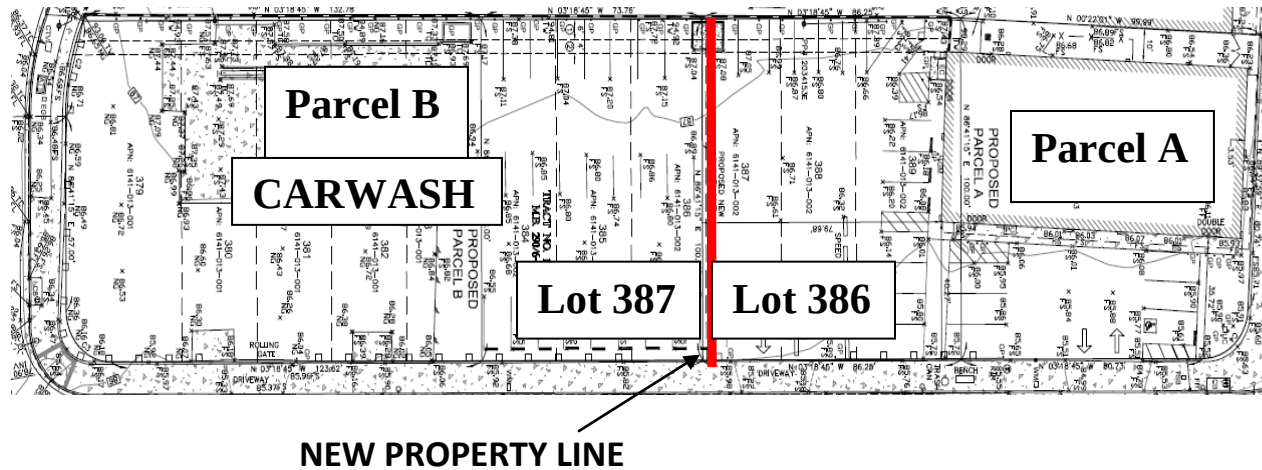
The proposed project will have total of 14 parking spaces. Of the 14 parking spaces provided for the car wash, five will be standard parking stalls, one will be ADA accessible, and eight will be reserved for vacuuming. Finally, there will be space for approximately eight queuing spaces for the automated car wash. Access to the project site will be provided by two 30-foot wide driveways that will be located along the east side of the project site, along South Wilmington Avenue. The adjoining grocery market use will not be a part of the carwash. The two uses will be separated by a raised planter bed.

#5.

General Plan Amendment Case No. 17-000001
Conditional Use Permit Case no. 16-000018
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October 11, 2017
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Lot Line Adjustment

Image 2 Parcel Map



Parcel A	18,079.78 sq. ft. (0.415)
Parcel B	21,136.62 sq. ft. (0.485)

In addition to the GPA and CUP the project will also require an administrative Lot Line Adjustment. The Lot Line Adjustment will be processed by staff after the approval of the entitlements to create a new property line between lots 386 and 387 and create the 21,137 sq.ft. proposed lot.

Parcel A will be a 0.415-acre (18,079 square feet) lot located on the northern portion of the project site that will consist of the existing Miracle Market. Parcel B will be a 0.485-acre (21,138 square feet) lot located on the southern portion of the project that will consist of an automated car wash.

Other site improvements include six foot-high wrought iron fences along the South Wilmington Avenue frontage, a rolling gate on the southernmost driveway, a trash enclosure, and eight car vacuums. The cars will enter the project site from the central driveway located along the west side of Wilmington Avenue. From there, the cars will proceed through the car wash tunnel in a southerly direction and will either exit through the southernmost driveway or continue north on the internal driveway into one of the designated vacuum stalls. The hours of operation for the car wash will be from 8:00 AM to 6:00 PM, seven days a week. A total of 10 people will be employed, with two employees working per shift. The number of employees working onsite will be minimal since the car wash will be automated. Each vehicle in the queue lane will pay prior to entering the wash with an automated teller, cars will pass under a dryer prior to exiting the tunnel.

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 Conditional Use Permit Case no. 16-000018
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General Plan Amendment

The general plan amendment is necessary because of the CUP request. One of the required CUP findings is that the project be substantially in conformance with the General Plan, which it is not currently; the subject site is currently zoned Limited Commercial and the existing General Plan land use designation for the entire site is Medium Density Residential (MDR). Use of the CUP for the express carwash would be contingent on approval of the general plan amendment by the City Council. Staff supports the requested general plan amendment since the City was already proposing to change the land use of the entire site to General Commercial and would make the existing Limited Commercial (C-L) zone and commercial development consistent with the General Plan. Lastly, the proposed general plan amendment would not affect the current zoning of Limited Commercial (C-L) and would be consistent with the existing commercial development to the north and south. The zoning would remain the same and therefore the proposed general plan amendment would not allow new or more intensive land uses than currently permitted by zoning.

Image 3

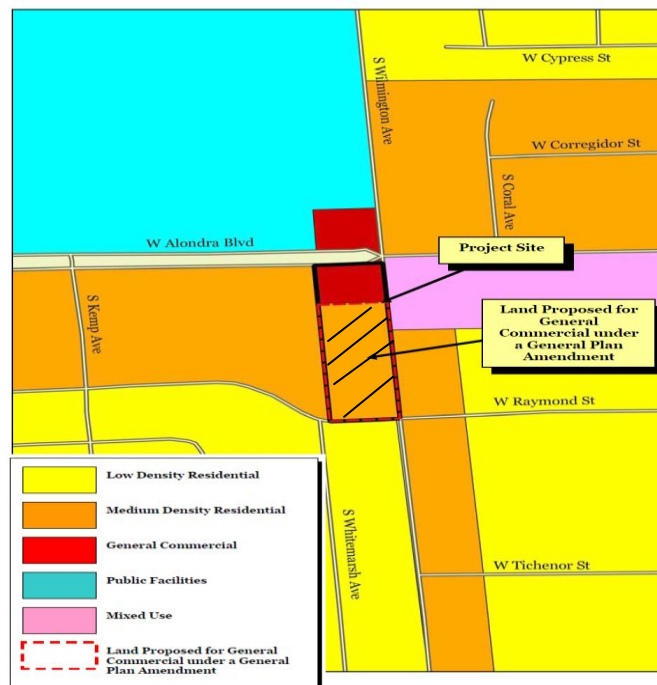


**EXHIBIT 3-6
 GENERAL PLAN MAP**

#5.

General Plan Amendment Case No. 17-000001
Conditional Use Permit Case no. 16-000018
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Design Review

The proposed styling is a sleek modern design with 29' foot perforated silver metal panels along the exterior, silver corrugated metal siding on the exterior, and red wall panels.

Table 2

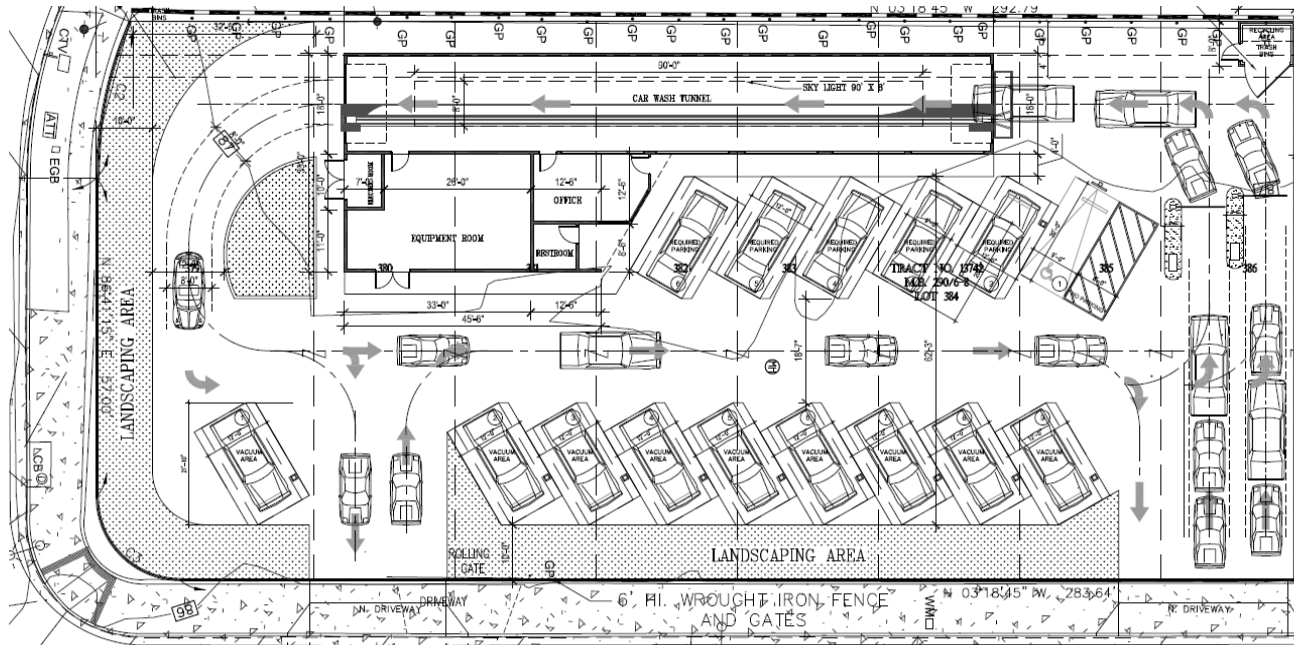
DEVELOPMENT	ZONING CODE	CARWASH	COMPLIES
Building Setback	Front= 10 feet, Side=10, Rear=10	10- Front, 10- Side, Rear -0	Yes
Landscaping	10' minimum landscaped setback, lot coverage 10%	10%	Yes
Building Height	75' Maximum	29.6'	Yes
Parking	6/ spaces per Tunnel, plus 5 spaces for queuing	14 parking spaces 8 Queuing spaces	Yes
General Plan	General Commercial	Carwash	No

Image 4 Site Overview



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Image 5 Car Wash Operational Site Plan



Noise Impact

Noise can be a typical concern regarding car washes due to the machinery, dryers and vacuums. However, in this particular instance the existing vacant lot is not adjacent to any residential homes and a 6 foot high masonry block wall is on the west side of the property which acts as a natural sound attenuating barrier. The nearest residents are located directly west of the abutting a medical office, one lot west of the site.

The proposed project involves the construction and operation of an automated car wash and other related on-site improvements. Noise associated with the proposed project's operations will include equipment noise from the car wash tunnel, the blow dryers located at the end of the car wash tunnel, and the vacuum cleaners located on the eastern portion of the project site. In addition, the project site is located in an area that has a high level ambient of noise due to the project's sites proximity to a major intersection and the Compton-Woodley Airport.

According to the General Plan, commercial uses are normally unacceptable in areas where the ambient noise levels exceed 75 dBA and are conditionally acceptable in areas where the ambient noise level ranges between 67 dBA and 78 dBA. Residential uses are normally unacceptable in areas where the ambient noise levels exceed 70 dBA and are conditionally acceptable in areas where the ambient noise level ranges between 55 dBA and 70 dBA. Noise measurements were taken at a similar automated car wash facility and the average maximum noise level was approximately 80 dBA at a distance of 25 feet from the car wash tunnel blow dryers when the dryers were operations. The proposed internal car wash

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General Plan Amendment Case No. 17-000001
Conditional Use Permit Case no. 16-000018
Mitigated Negative Declaration case no. 943
October 11, 2017
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dryers are located in the southern portion of the building. The entire vacuum system will be installed inside of the tunnel and enclosed within a cinder block wall to decimate external noise. Additionally, the proposed car wash will not employ any equipment that would induce ground-borne vibration. As a result, the impacts are considered to be less than significant.

The average vacuum time per vehicle will average 3-5 minutes. The nearest noise sensitive land uses include the residential units that located 170 feet to the west, southwest, and south of the project site. The church located 50 feet south of the project site will attenuate sound travelling from the project site to the surrounding residential uses, since the church building obstructs the line-of-sight between the residential uses and the project site. Furthermore, noise generated on-site will diminish as it travels to the nearest residential uses. This effect is known as spreading loss. In general, the noise adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Although on-site noise levels will be diminished due to spreading loss and partially attenuated by the church building, mitigation is required to further diminish the on-site noise levels. The required mitigation measures includes:

- The Applicant must install signs in each parking stall that expressly prohibit the generation of excessive noise, such as engine revving and loud music.
- The car wash area will be secured after hours to prevent loitering and unauthorized parking of vehicles in the parking lot.
- The vacuums do not exceed 60 dBA 50 feet away from the vacuums.
- The vacuums will not exceed the ambient noise (traffic) adjacent to the site.

Sound Examples:

Very Loud 150 dB = rock music peak
140 dB = firearms, air raid siren, jet engine
130 dB = jackhammer
120 dB = jet plane take-off, amplified rock music at 4-6 ft., car stereo, band practice Louder
110 dB = rock music, model airplane
106 dB = timpani and bass drum rolls
100 dB = snowmobile, chain saw, pneumatic drill
90 dB = lawnmower, shop tools, truck traffic, subway Loud
80 dB = alarm clock, busy street
70 dB = busy traffic
60 dB = conversation, dishwasher Moderate
50 dB = moderate rainfall
40 dB = quiet room Faint
30 dB = whisper, quiet library

Source: Tommy Car Wash Systems

General Plan Amendment Case No. 17-000001
Conditional Use Permit Case no. 16-000018
Mitigated Negative Declaration case no. 943
October 11, 2017
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Image 6 Car Wash Vacuums (Example)



NOTICING

This case was properly noticed in accordance with California Government Code 65353 and 65090, Public Resources Code, Division 13 §21000 et seq. and Compton Municipal Code Section 30-26 and 30-28 of Compton Municipal Code. The environmental document was both posted in the LA County Clerk office in Norwalk and circulated for a 20 day public review period. Additionally, a notice of public hearing was published in the Compton Bulletin on September 27th and October 4th. Lastly, public hearing notices were sent to both owners and occupants within a 500 foot radius on September 28, 2017. As of October 5, 2017, no correspondence either for or against the project have been received, with the exception of the aforementioned petition.

RECOMMENDATION

Therefore, staff recommends that the Planning Commission adopt Mitigated Negative Declaration No. 943, recommend to the City Council approval of General Plan Amendment Case No. 17-000001 and approve Conditional Use Permit Case No. 16-000018, subject to the findings and conditions of approval contained herein.

#5.

General Plan Amendment Case No. 17-000001

Conditional Use Permit Case no. 16-000018

Mitigated Negative Declaration case no. 943

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FINDINGS FOR ADOPTION OF MITIGATED NEGATIVE DECLARATION NO. 943

1. That in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code, Division 13 §21000 et seq.) an Initial Study for the project was prepared that identifies and evaluates the environmental impacts of the project.
2. That the City of Compton, in its capacity as Lead Agency, has determined that the proposed project requires a Mitigated Negative Declaration as part of its environmental review.
3. That the notice of intent along with the Initial Study/Negative Declaration No. 943 was both posted with the Los Angeles County Clerk's office in Norwalk, and circulated for a 20 day public review period and mailed to abutting property owners.
4. That all environmental documents have been processed in accordance with the California Environmental Quality Act (CEQA) guidelines.

FINDINGS FOR APPROVAL OF GENERAL PLAN AMENDMENT CASE NO. 17-000001:

1. That the proposed General Plan land use designation, change to General Commercial (GC) is substantially in conformance with existing zoning classification of Limited Commercial (C-L) and the proposed commercial development on the subject site.
2. That the site is more suitable for General Commercial (GC) uses than the existing Medium Density Residential (MDR) land use designation since the site is already zoned Limited Commercial (C-L), located off a major arterial street and has been developed commercially since the early 1950's.
3. That the proposed General Plan land use designation change to General Commercial (GC) will not be detrimental to the surrounding area in that the site is already zoned Limited-Commercial and previously developed commercially. Additionally, the general plan amendment will not result in any new or more intensive commercial land uses than those already by the Limited Commercial Zone permitted.

FINDINGS FOR APPROVAL OF CONDITIONAL USE PERMIT CASE NO. 16-000018

1. That the proposed express carwash shall be compliant with all applicable provisions of the Zoning Ordinance with the implementation of the conditions of approval.
2. That the proposed express carwash shall not be detrimental to the public welfare or the surrounding area with the implementation of all the conditions of approval.
3. That the proposed express carwash shall be substantially in conformance with the goals and

General Plan Amendment Case No. 17-000001
Conditional Use Permit Case no. 16-000018
Mitigated Negative Declaration case no. 943
October 11, 2017
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objectives of the General Plan and compatible with the existing patterns and development in the surrounding area with the implementation of the conditions of approval.

CONDITIONS OF APPROVAL:

1. That Conditional Use Permit Case No. 16-000018 shall be contingent upon adoption of Mitigated Negative Declaration No. 943 and approval and adoption of General Plan Amendment Case No. 17-000001
2. That approval of this conditional use permit allows the operation of a 2,960 square foot express carwash.
3. That the applicant shall install and maintain in good working order a 24-hour surveillance camera system which records activity on the premises.
4. That the applicant install a decorative 6 foot sound wall along Raymond Street frontage.
5. That no external loudspeaker or sound equipment shall be used which can be heard from the exterior of the building.
6. That the applicant shall be responsible for preventing noises associated with the facility from disturbing neighbors.
7. That all conditions of this approval shall be recorded so that future owners/operators will be informed of rights and restrictions placed on the property while this CUP approval is in force.
8. That any required site improvements, if any, including but not limited to the following: building paint permit, lighting, landscaping and signage shall be subject to design review and approval by the Community Development Department.
9. That a copy of these conditions of approval shall be attached to the plan-check set of plans submitted to the Building Divisions for plan check as a detail sheet.
10. That all uses, storage of materials and displays shall be conducted entirely within the building.
11. That is CUP approval is the final site plan along with the landscaping which may be submitted via the Architectural Review Board.
12. That the applicant or property owner shall be responsible for maintenance of the property in accordance with all applicable local ordinances.
13. That all emergency and fire access points and lanes shall be maintained free of obstructions at all times.

#5.

General Plan Amendment Case No. 17-000001

Conditional Use Permit Case no. 16-000018

Mitigated Negative Declaration case no. 943

October 11, 2017

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14. Prior to the issuance of the Certificate of Occupancy, the applicant shall implement all Fire Department requirements, which may include, but are not limited to, emergency access, parking prohibitions, sprinklers, onsite fire hydrants, fire escapes, fire alarms etc.
15. That lighting shall be provided to all on-site parking and pedestrian areas at a 1-foot candle minimum subject to Community Development Department review and approval.
16. That security lighting, parking area lighting and signage must be properly shielded to prevent spill over light and glare. A photometric lighting plan shall be submitted to the Building and Safety Department for plan-check and permit issuance.
17. That all security alarms must employ "silent" alarm devices.
18. That the applicant, property manager, or other responsible party shall be required to implement graffiti removal, within 24 hours of occurrence or City notification.
19. That the interior and exterior of the property shall be maintained free of trash and debris, and that suitable trash bins shall be maintained on site throughout the construction period.
20. That the use and property shall be substantially in accordance with the staff report and plot plan on file for Conditional Use Permit Case No., unless otherwise modified by the Community Development Department.
21. That construction, use and property development shall comply with all requirements of the Public Works, Fire, and Building and Community Development Departments, Compton Municipal Codes and all applicable County, State and Federal agencies.
22. That failure, at any time, to exercise the approved use (express carwash) for 12 consecutive months subsequent to the date of approval for that use shall render this resolution automatically null and void without benefit of a public hearing.
23. That this permit shall be subject to suspension or revocation at any time if it is determined that the terms of the permit and any conditions contained therein, or any rules or regulation adopted by the state or federal government concerning the use of such are being violated.

Exhibits

- 1) Aerial Map
- 2) General Plan Map
- 3) Zoning Map
- 4) Site Photos
- 5) Project Plans
- 6) Car Wash Noise Documentation
- 7) Initial Study/Negative Declaration No.

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Planning

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON APPROVING GENERAL PLAN AMENDMENT CASE NO. 17-000001 TO AMEND THE LAND USE DESIGNATATION FROM MEDIUM DENSITY RESIDENTIAL TO GENERAL COMMERCIAL FOR A PROPERTY LOCATED AT 961 SOUTH WILMINGTON AVENUE

Robert Delgadillo
DEPARTMENT MANAGER’S SIGNATURE

2/5/2018 3:13:15 PM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/8/2018 12:02:21 PM
DATE

Austin Okonta
CITY CONTROLLER

2/8/2018 8:47:24 AM
DATE

Cecil Rhambo
CITY MANAGER

2/7/2018 6:07:44 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: HONORABLE MAYOR AND CITY COUNCIL

**FROM: RONERICK D. SIMPSON, FIRE CHIEF
COMPTON FIRE DEPARTMENT**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
COMPTON AMENDING THE 2017-2018 FISCAL YEAR BUDGET
TO TRANSFER FUNDS BETWEEN ACCOUNTS AND
AUTHORIZE THE ISSUANCE OF PURCHASE ORDERS TO
MUNICIPAL EMERGENCY SERVICES, INC. AND ALLSTAR
FIRE EQUIPMENT, INC. FOR THE PURCHASE OF
FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT
(\$277,248.35)**

SUMMARY

Adoption of this resolution will amend the 2017-2018 Fiscal Year budget to transfer funds in the amount of Two Hundred Seventy Seven Thousand Two Hundred Forty Eight Dollars and Thirty-Five Cents (\$277,248.35) into the Compton Fire Department budget and authorize the City Manager to re-issue purchase orders to Municipal Emergency Services, Inc. ("MES") in the amount of Two Hundred Seventy Four Thousand Eight Hundred Sixty Eight Dollars and Thirty-Five Cents (\$274,868.35) and to AllStar Fire Equipment, Inc. ("AllStar") in the amount of Two Thousand Three Hundred Eighty Dollars (\$2,380.00).

BACKGROUND

The Fire Department ("Department") is required to provide Personal Protective Equipment ("PPE") for all sworn Department personal. The Department was not able to provide the needed two (2) sets of PPE for each member for many years; thus, there were a number of personnel that were either sharing equipment or using equipment that had been placed out of service or deemed unsafe according to the Department's repair and cleaning vendor.

The Department sought 2015 AFG funding to fulfill equipment needs. The FEMA awarded the Department grant funding of \$163,567.28 towards the purchase of PPEs, requiring a ten percent 10% funding match of \$16,356.72 by the City.

STATEMENT OF ISSUE

On June 20, 2017, the City Council adopted Resolution No. 24,588, which accepted and appropriated the grant funding, authorized the required matching funds of \$16,356.72, authorized additional funding in the amount of \$131,167.46 and accepted the bids of vendors: LN Curtis (\$28,738.09), AllStar (\$16,683.00) and MES (\$249,313.70) in the total amount of \$294,734.79.

#6.

**Staff Report – Resolution Amend 2017-2018 FY Budget
P.O.'s to MES and AllStar/Purchase of Firefighting
Personal Protective Equipment
February 13, 2017, page 2**

Purchase orders were generated for each of the three (3) vendors, with LN Curtis and AllStar paid; however, before MES was paid, the City Controller's Office inadvertently cancelled the multi-year purchase order in July 2017. Additionally, it was subsequently discovered that the accepted bid amount of AllStar did not include the tax and shipping costs of \$2,380.00.

Adoption of this resolution will complete the 2015 Firefighter Grant Fund awarded and accepted by the City to stay in compliance with using the Grant funds to pay for firefighter turnouts already received.

ALTERNATIVE

None presented. Council approved the purchase of and payment for the equipment pursuant to Resolution No. 24,588. The equipment was purchased from the vendors and payment is due.

FISCAL IMPACT

The Department's 2017-2018 Fiscal Year budget should be amended to transfer funds from the 2015 Assistance to Firefighter Grant Funds Account No. 1527 690 000 4240 to Account No. 1001 690 000 4240 in the amount of \$163,567.28. One Hundred Thirteen Thousand Six hundred Eighty One Dollars and Seven Cents (\$113,681.07) will be transferred from the Haz-Mat Fund Account No. 1003 (not to exceed \$113,681.07) to Account No. 1001 690 000 4240 for immediate payment of the invoices.

RECOMMENDATION

Staff recommends that Council adopt the attached Resolution.

**RONERICK D. SIMPSON, FIRE CHIEF
COMPTON FIRE DEPARTMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR.
CITY MANAGER**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AMENDING THE 2017-2018 FISCAL YEAR BUDGET TO TRANSFER FUNDS
BETWEEN ACCOUNTS AND AUTHORIZE THE ISSUANCE OF PURCHASE
ORDERS TO MUNICIPAL EMERGENCY SERVICES AND ALLSTAR FIRE
EQUIPMENT, INC. FOR THE PURCHASE OF FIREFIGHTING PERSONAL
PROTECTIVE EQUIPMENT (\$277,248.35)

WHEREAS, the Fire Department (“Department”) is required to provide Personal Protective Equipment (“PPE”) for all sworn Department personal; and

WHEREAS, the Department was not able to provide the needed two (2) sets of PPE for each member for many years; thus there are a number of personnel that were either sharing equipment or using equipment that had been placed out of service or deemed unsafe according to the Department’s repair and cleaning vendor; and

WHEREAS, the Department sought and obtained 2015 AFG funding to fulfill equipment needs in the amount of \$163,567.28 toward the purchase of PPEs, requiring a ten percent 10% funding match of \$16,356.72 by the City; and

WHEREAS, on June 20, 2017, the City Council adopted Resolution No. 24,588, which accepted and appropriated the grant funding, authorized the required matching funds of \$16,356.72, authorized additional funding in the amount of \$131,167.46 and accepted the bids of vendors: LN Curtis (\$28,738.09), AllStar Fire Equipment, Inc. (“AllStar”) (\$16,683.00) and Municipal Emergency Services, Inc. (“MES”) (\$249,313.70), in the total amount of \$294,734.79 for the purchase of the needed equipment; and

WHEREAS, purchase orders were generated for each of the three (3) vendors, with LN Curtis and AllStar paid; however, before MES was paid, the City Controller’s Office inadvertently cancelled the multi-year purchase order in July 2017. Additionally, it was subsequently discovered that the accepted bid amount of AllStar did not include the tax and shipping costs of \$2,380.00; and

WHEREAS, adoption of this resolution will complete the 2015 Firefighter Grant Fund awarded and accepted by the City to stay in compliance with using the Grant funds to pay for firefighter turnouts already received; and

WHEREAS, the Department’s 2017-2018 Fiscal Year budget should be amended to transfer funds between accounts for re-issuance of purchase orders to MES and AllStar.

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

Section 1. That the 2017-2018 Fiscal Year budget shall be amended as follows: Assistance to Firefighters Grant (EMW-2015-FO-07119) funds in the amount of \$163,567.28 and \$113,681.07 shall hereby be transferred into Account No. 1001 690 000 4240.

Assistance to Firefighters Grant (EMW-2015-FO-07119)	\$163,567.28
1003 069 000 4216	\$4,500.00
1003 069 000 4215	\$100.00
1003 069 000 4219	\$1,850.00
1003 069 000 4222	\$6,500.00
1003 069 000 4236	\$6,473.00
1003 069 000 4240	\$5,000.00
1003 069 000 4262	\$8,333.00

1003 069 000 4269	\$10,000.00
1003 069 000 4270	\$2,000.00
1003 069 000 4273	\$2,000.00
1003 069 000 4101	\$60,000.00
1001 069 000 4240	<u>\$ 6,925.07</u>
Total	\$277,248.35

Section 2. That the City Manager is authorized to reissue purchase orders to Municipal Emergency Services, Inc. in the amount of \$274,868.35 and AllStar Fire Equipment, Inc. in the amount of \$2,380.00. The performance period of the 2015 Assistance to Firefighters Grant ended September 2017; however, the period was extended from the 2016-2017 Fiscal Year to the 2017-2018 Fiscal Year, thus all purchase orders should be held over until exhausted.

Section 3. That a certified copy of this Resolution shall be filed in the offices of the City Clerk, City Manager, City Controller and Fire Department.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Alita Godwin, City Clerk of the City of Compton, do hereby certify that the forgoing Resolution was adopted by the City Council, signed by the Mayor, and attested to by the City Clerk at a regular meeting thereof held on ____ day of _____, 2018.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAINS: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON



Invoice

#6.

Page 1 of 2

Date 8/30/2017

Invoice # IN1158536

Terms Net 30

Due Date 9/29/2017

Customer # C208751

PO # 17-01456

Sales Rep Martinez, Lazaro

Tracking #

Order Sales Order #SO1112185

Bill To

ACCOUNTS PAYABLE
COMPTON FIRE DEPARTMENT
201 S ACACIA AVENUE
Compton CA 90220

Ship To

Batallion Chief Vincent Capelle
COMPTON FIRE DEPARTMENT
201 S. Acacia Avenue
Compton CA 90220
United States

Item	Description	QTY	Units	Back Ordered	Unit Price	Amount
HFRP Tail Coat	Quote7614CACOMP SPEC ID CACOMP00029 HFRP Tail Coat Morning Pride Structural Turnout Tails per COMPTON SPEC Tail Yellow. Direct Piggyback price to Spec 78174	134		0	1,129.95	151,413.30
HFRP Tail Pant	Quote 7614CACOMP Spec ID CACOMP00030 HFRP Tail Pant Morning Pride Structural Turnout Pants COMPTON SPEC Tails Pant Yellow. Costing Per LAFD SPEC 78174	134		0	730.60	97,900.40

#6.

MES

MUNICIPAL EMERGENCY SERVICES

Invoice

Page 2 of 2

Date

8/30/2017

Invoice #

IN1158536

Item	Description	QTY	Units	Back Ordered	Unit Price	Amount

Subtotal	249,313.70
Shipping Cost (Freight Fee)	0.00
Tax Total	25,554.65
Total	274,868.35
Amount Due	\$274,868.35

MES agrees to honor the pricing in this proposal through 6-30-2017.

All returns must be processed within 30 days of receipt and require a return authorization number and are subject to a restocking fee.

All payments must be clearly marked with the Customer and Invoice numbers. Payments not marked will be applied to the oldest invoice first.



Wire/ ACH:
Routing#: 121000248
Acct#: 2000030294606
Bank Name: Wells Fargo Bank, N.A.

Wire/ ACH Remittance Advice: AR@MESFIRE.COM
Please include Customer# and Invoice#

Please call us to pay with Credit Card or for invoice questions:
1-877-MES-FIRE (1-877-637-3473)

Remittance Slip

Customer

C208751 COMPTON FIRE DEPA...

Invoice #

IN1158536

Amount Due

\$274,868.35

Amount Paid

Make Checks Payable To

Municipal Emergency Services Depository Account
75 Remittance Drive
Suite 3135
Chicago, IL 60675



IN1158536



INVOICE

ALLSTAR FEDERAL TAX I.D. NUMBER: 95-4326274



INVOICE NUMBER: 170727

INVOICE DATE: 28-Jul-17

DATE SHIPPED: 28-Jul-17

PAYMENT TERMS: NET 30 DAYS

PURCHASE ORDER: VERBAL

SOLD TO: Compton Fire Department

SHIP TO: Same

Attention: Finance/Accounts Payable

201 S. Acacia St.

Compton, CA 90220

MARK FOR: VERBAL

SHIPPED VIA: BEST WAY

CODE: 2

QTY	UNIT	DESCRIPTION	UNIT PRICE	EXTENSION
1	LOT	Tax and Freight for 67 Pairs of Thorogood Boots	\$0.00	\$0.00
If you have any questions regarding this invoice, please call Customer Service at (626) 652-0900 Make all checks payable to: Allstar Fire Equipment, Inc. 12328 Lower Azusa Road Arcadia, California 91006			SUBTOTAL \$0.00 10.25% SALES TAX \$1,710.00 SHIPPING CHARGES \$670.00 TOTAL \$2,380.00	

Allstar Thanks You for Your Business !!!

APPROVED BY: _____

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Fire Department

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE 2017-2018 FISCAL YEAR BUDGET TO TRANSFER FUNDS BETWEEN ACCOUNTS AND AUTHORIZE THE ISSUANCE OF A PURCHASE ORDERS TO MUNICIPAL EMERGENCY SERVICES, INC. AND ALLSTAR FIRE EQUIPMENT, INC. FOR THE PURCHASE OF FIREFIGHTING PERSONAL PROTECTIVE EQUIPMENT (\$277,248.35)

Ronerick Simpson
DEPARTMENT MANAGER’S SIGNATURE

1/24/2018 1:59:02 PM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/6/2018 1:42:52 PM
DATE

Nita McKay
CITY CONTROLLER

2/1/2018 4:43:53 PM
DATE

Cecil Rhambo
CITY MANAGER

1/29/2018 3:13:40 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: RONERICK SIMPSON, FIRE CHIEF
COMPTON FIRE DEPARTMENT**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR
RUSH TRUCK CENTERS OF CALIFORNIA, INC. TO PROVIDE
PARAMEDIC AND COMMAND VEHICLE MAINTENANCE AND REPAIR
FOR FISCAL YEAR 2017-2018 (\$20,000)**

SUMMARY

Adoption of the attached resolution will authorize the establishment of a purchase order in the amount of Twenty Thousand Dollars (\$20,000.00) for Rush Truck Centers of California, Inc. ("Rush Truck") for provision of Compton Fire Department paramedic and command vehicle maintenance and repair during the remainder of Fiscal Year 2017-2018.

BACKGROUND

The Compton Fire Department ("Department") is tasked with responding to and providing continuous, efficient emergency services. Due to the Department's aging fleet, there is a continuous need for maintenance and repair of emergency paramedic and command vehicles.

The Department performs routine maintenance and repairs in-house, but refers specialized and heavy-duty repairs to outside vendor(s).

STATEMENT OF ISSUE

Pursuant to Resolution No. 24,659, adopted by Council on October 3, 2017, the Department currently uses Carmenita Ford Truck Sales, Inc. ("Carmentia") for maintenance and repair services on paramedic and command vehicles; however, due to a limited number of diesel mechanics on site, Carmenita is unable to keep up with the servicing need of the Department.

In order to assure that Department vehicles are properly maintained in a timely manner, staff solicited and received three (3) informal bids from the following vendors to supplement maintenance and repair services, to wit: Rush Truck at \$115.00 per hour, Southbay Ford at \$135.00 per hour and Caruso Ford Lincoln at \$120.00 per hour.

#7.

**Staff Report – Resolution Authorizing P.O. to
Rush Truck Centers of California, Inc./Maintenance
CFD Paramedic & Command Vehicles
February 13, page 2**

While all bids received are relatively reasonable, staff recommends Rush Trunk, which is a certified Ford dealer with a larger fleet service center that has several diesel mechanics that can handle the volume of repairs needed by the Department.

FINANCIAL IMPACT

Estimated repair and maintenance costs for the Department's paramedic and command vehicles for the remainder of 2017-2018 Fiscal Year are Twenty Thousand Dollars (\$20,000.00). Funds for this expenditure have been allocated in Account No. 1001-69-0000-4229.

RECOMMENDATION

It is recommended that Council approve the attached Resolution.

**RONERICK SIMPSON, FIRE CHIEF
COMPTON FIRE DEPARTMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR
CITY MANAGER**

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR
RUSH TRUCK CENTERS OF CALIFORNIA, INC. TO PROVIDE
PARAMEDIC AND COMMAND VEHICLE MAINTENANCE AND REPAIR
FOR FISCAL YEAR 2017-2018 (\$20,000)**

WHEREAS, the Compton Fire Department (“Department”) is tasked with responding to and providing continuous, efficient emergency services and due to the Department’s aging fleet, there is a continuous need for maintenance and repair of our emergency paramedic and command vehicles; and

WHEREAS, the Department performs routine maintenance and repairs in-house, but refers specialized and heavy-duty repairs to outside vendor(s); and

WHEREAS, the Department currently uses Carmenita Ford Truck Sales, Inc. (“Carmentia”) for maintenance and repair services on paramedic and command vehicles; however, due to a limited number of diesel mechanics on site, Carmenita is unable to keep up with the servicing need of the Department; and

WHEREAS, in order to assure that Department vehicles are properly maintained in a timely manner, staff solicited and received three (3) informal bids from the following vendors to supplement maintenance and repair services, to wit: Rush Truck at \$115.00 per hour, Southbay Ford at \$135.00 per hour and Caruso Ford Lincoln at \$120.00 per hour; and

WHEREAS, on review of the bids submitted and the needs of the Department, staff recommends that Rush Trunk Center of California, Inc.; which is a certified Ford dealer with a larger fleet service center that has several diesel mechanics that can handle the volume of repairs needed by the Department; be used to supplement and provide the needed services for the remainder of the 2017-2018 Fiscal Year; and

WHEREAS, the funds for this expenditure has been allocated in the Fire Department 2017-2018 Fiscal Year budget.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON
DOES HEREBY RESOLVE AS FOLLOWS:**

Section 1. That the City Manager is hereby authorized to establish a purchase order to Rush Truck Centers of California, Inc. in the amount of Twenty Thousand Dollars (\$20,000.00) to provide maintenance and repair for Fire Department paramedic and command vehicles for the remainder of Fiscal Year 2017-2018.

Section 2. That the funds for this expenditure are available in Account No. 1001-69-0000-4229.

Section 3. That a copy of this Resolution shall be forwarded and filed in the offices of the City Manager, City Controller and Fire Department.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this ____ day of _____, 2018.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Fire Department

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR RUSH TRUCK CENTERS OF CALIFORNIA, INC. TO PROVIDE PARAMEDIC AND COMMAND VEHICLE MAINTENANCE AND REPAIR FOR FISCAL YEAR 2017-2018 (\$20,000)

Ronerick Simpson
DEPARTMENT MANAGER’S SIGNATURE

2/7/2018 3:31:14 PM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/8/2018 11:51:05 AM
DATE

Austin Okonta
CITY CONTROLLER

2/8/2018 8:56:53 AM
DATE

Cecil Rhambo
CITY MANAGER

2/7/2018 6:14:27 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CITY ATTORNEY

SUBJECT: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON, CALIFORNIA, AMENDING SECTION 21-1 OF CHAPTER XXI OF THE COMPTON MUNICIPAL CODE RELATING TO RECYCLING AND INTEGRATED WASTE MANAGEMENT

SUMMARY

This proposed ordinance would add Subsections (c) (Commercial and Multi-Family Recycling Requirements) and (d) (Recycling Reporting Requirements) to Section 21-1.9 (Collection of Recyclable Solid Waste) of Section 21-1 (Waste Management) of Chapter XXI (Integrated Waste Management) of the Compton Municipal Code.

BACKGROUND

The proposed ordinance is part of the City's continuing efforts to implement Assembly Bill 341, which requires that commercial businesses and multi-family residential dwellings arrange for recycling services. In March of 2017, CalRecycle approved the City's plan for implementation of AB 341. Adoption of the attached ordinance will further implement two of the components of the approved implementation plan.

STATEMENT OF ISSUE

The attached ordinance requires that business and commercial entities that generate more than four cubic yards of solid waste per week, and multifamily residential dwellings of five or more units, arrange for the collection of source separated recyclable materials, or subscribe to a recycling service that yields diversion results comparable to source separation. Any such services must be consistent with the City's Municipal Code and with California Public Resources Code Section 42649.2.

These services are available from the City's solid waste collector. Under the Amended and Restated Franchise Agreement, the solid waste collector is required to provide recyclable material collection service to multi-family and commercial customers requesting it from the company.

The proposed ordinance also requires that all collectors, self-haulers, and authorized recycling agents report to the City the type, quantity, volume, weight, and destination of all Recyclable Materials removed from commercial premises and residential premises in the City. The ordinance contemplates that the procedures for that reporting will be included in a City Council

Staff Report – Integrated Waste Management Ord.

Page 2

resolution. Staff intends to bring that resolution to the Council prior to the effective date of the proposed ordinance, if adopted.

Pursuant to Section 21-1.11(o), any violation of Chapter XXI is a misdemeanor. This would apply to violations of the proposed ordinance as well.

FISCAL IMPACT

There is no fiscal impact associated with the adoption of this ordinance. Rates for recycling and organic waste will be established at a future time.

RECOMMENDATION

Staff recommends that the City Council introduce by title only and waive further reading of the proposed ordinance.

CRAIG J. CORNWELL
CITY ATTORNEY

APPROVED FOR FORWARDING:

CECIL W. RHAMBO, JR.
CITY MANAGER

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON, CALIFORNIA, AMENDING SECTION 21-1 OF CHAPTER XXI OF THE COMPTON MUNICIPAL CODE RELATING TO RECYCLING AND INTEGRATED WASTE MANAGEMENT

THE CITY COUNCIL OF THE CITY OF COMPTON DOES ORDAIN AS FOLLOWS:

SECTION 1. AMENDMENT OF SECTION 21-1 OF CHAPTER XXI OF THE COMPTON MUNICIPAL CODE. Subsections (c) and (d) of Section 21-1.9 (Collection of Recyclable Solid Waste) of Section 21-1 (Waste Management) of Chapter XXI (Integrated Waste Management) of the Compton Municipal Code are hereby added to read as follows:

“21-1.9 Collection of Recyclable Solid Waste.

c. Commercial and Multifamily Recycling Requirements.

Any business or commercial entity, including but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity that generates four cubic yards or more of Commercial Solid Waste per week or is a multifamily residential dwelling of five or more units shall: (i) source separate Recyclable Solid Wastes and arrange for recycling services that includes collection, self-hauling, or other arrangements for the pickup of Recyclable Solid Wastes, or (ii) subscribe to a recycling service that yields diversion results comparable to source separation. Any such services must be consistent with this Chapter and California Public Resources Code Section 42649.2.

d. Recycling Reporting Requirements.

All Collectors, Self-Haulers (as defined in Section 21-1.8), and Authorized Recycling Agents shall report to the City the type, quantity, volume, weight, and destination of all Recyclable Materials removed from commercial premises and residential premises in the City, in accordance with procedures adopted by the City Council by resolution.”

SECTION 2. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 3. CEQA. The City Council finds that this ordinance is exempt from the requirements of the California Environmental Quality Act (“CEQA”) and the City’s CEQA guidelines pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the proposed ordinance regarding integrated waste management and increased recycling requirements will have a significant effect on the environment.

SECTION 4. LIBERAL CONSTRUCTION. The provisions of this Ordinance shall be liberally construed as necessary to effectively carry out its purposes, which are hereby found and declared to be in furtherance of the public health, safety and convenience.

SECTION 5. PUBLICATION. The City Clerk is directed to cause this Ordinance to be published, within fifteen (15) days of its passage in a newspaper of general circulation published and circulated within the City.

SECTION 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Ordinance.

ADOPTED this _____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Ordinance was adopted by the City Council, signed by the Mayor and attested to by the City Clerk at a regular meeting thereof held on the ____ day of _____, 2018.

The Ordinance was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

RESOLUTION SIGN-OFF FORM

DEPARTMENT: Water Department

RESOLUTION TITLE: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COMPTON, CALIFORNIA, AMENDING SECTION 21-1 OF CHAPTER XXI OF THE COMPTON MUNICIPAL CODE RELATING TO RECYCLING AND INTEGRATED WASTE MANAGEMENT (First Reading)

Kenneth Holcomb
DEPARTMENT MANAGER’S SIGNATURE

2/8/2018 9:27:03 AM
DATE

REVIEW / APPROVAL

<LegalName>
CITY ATTORNEY

<LegalDate>
DATE

<ControllerName>
CITY CONTROLLER

<ControllerDate>
DATE

Cecil Rhambo
CITY MANAGER

2/8/2018 6:09:48 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: VAN WILSON, DIRECTOR
GENERAL SERVICES DEPARTMENT**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE CITY MANAGER TO ENTER INTO AN
INSTALLATION CONTRACT WITH AND ESTABLISH A PURCHASE
ORDER FOR LOS ANGELES AIR CONDITIONING, INC. FOR
REPLACING THE ROOFTOP PACKAGED UNITS AT THE COMPTON
FIRE STATION NO. 3 LOCATED AT 1133 WEST ROSECRANS
AVENUE (\$53,420)**

SUMMARY

Adoption of this resolution will authorize the City Manager to accept the bid of Los Angeles Air Conditioning, Inc., establish a purchase order in the amount of Fifty Three Thousand Four Hundred Twenty Dollars (\$53,420.00) and execute an installation contract for the replacement of the existing rooftop package units at the Compton Fire Station No. 3 building ("Station No. 3) located at 1133 West Rosecrans Avenue in the City of Compton with three (3) new ten (10) ton rooftop packaged units.

BACKGROUND

The current HVAC system located on the rooftop of the Station No. 3 has been out of working order for some time. This has caused extreme temperature variations providing the occupants with unacceptable cold or hot working conditions affecting staff's morale and productivity. The City received notification from the Occupational Safety and Health Administration ("OSHA") mandating that the HVAC system failure be corrected in order to provide occupants of the facility with appropriate working conditions.

Due to the fact that these HVAC units are "end-of-life" and obsolete, the only option available is replacement of all three (3) existing 10-ton packaged units.

Staff Report – Resolution Authorizing Installation Contract
Los Angeles Air Conditioning, Inc./HVAC Replacement
Compton Fire Station No. 3/1133 Rosecrans Avenue
February 13, 2018, page 2

STATEMENT OF ISSUE

Staff solicited bids for the subject project. The following bids were received:

<u>CONTRACTOR</u>	<u>BID AMOUNT</u>
Los Angeles Air Conditioning, Inc.	\$53,420.00
Benson Systems	\$61,206.14
RT Contractor	\$76,880.00

Staff has reviewed the bids and has determined that Los Angeles Air Conditioning, Inc. was the lowest responsible bidder in the amount of \$53,420.00.

Staff believes that the construction work for this project can be completed within approximately five (5) business days in a satisfactory manner for the amount proposed. Staff recommends that the City Council approve the proposed resolution and authorize the City Manager to execute a contract with Los Angeles Air Conditioning, Inc. and issue a purchase order in the amount of \$53,420.00.

ALTERNATIVE

None proposed.

FISCAL IMPACT

Funds for this expenditure are available in the 2017-2018 Fiscal Year budget of the Compton Fire Department in Account No. 1001 690 000 4230 (\$23,000) and Account No. 1001 690 000 4236 (\$30,420).

RECOMMENDATION

It is staff's recommendation that the City Council adopt the attached Resolution.

**VAN WILSON, DIRECTOR
GENERAL SERVICES DEPARTMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR.
CITY MANAGER**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
AUTHORIZING THE CITY MANAGER TO ENTER INTO AN
INSTALLATION CONTRACT WITH AND ESTABLISH A PURCHASE
ORDER FOR LOS ANGELES AIR CONDITIONING, INC. FOR
REPLACING THE ROOFTOP PACKAGED UNITS AT THE COMPTON
FIRE STATION NO. 3 LOCATED AT 1133 WEST ROSECRANS AVENUE
(\$53,420)

WHEREAS, the current HVAC system located on the rooftop of the Compton Fire Station No.3 (“Station No. 3) has been out of working order for some time, causing extreme temperature variations providing the occupants with unacceptable cold or hot working conditions decreasing both staff’s morale and productivity; and

WHEREAS, staff has identified the need to replace the current obsolete and non-operational units with new and efficient units to save energy and restore appropriate working conditions inside the Station No. 3 building; and

WHEREAS, staff solicited bids for the subject project with the following bids received:

<u>CONTRACTOR</u>	<u>BID AMOUNT</u>
Los Angeles Air Conditioning, Inc.	\$53,420.00
Benson Systems	\$61,206.14
RT Contractor	\$76,880.00

WHEREAS, staff has reviewed the bids and has determined that Los Angeles Air Conditioning, Inc. was the lowest responsible bidder in the amount of Fifty Three Thousand Four Hundred Twenty Dollars (\$53,420.00); and

WHEREAS, funds for this expenditure are available in the 2017-2018 Fiscal Year budget.

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

SECTION 1. That the bid of Los Angeles Air Conditioning, Inc. is hereby accepted and all other bids rejected.

SECTION 2. That the City Manager, on the advice and approval of the City Attorney is hereby authorized to enter into an installation contract with Los Angeles Air Conditioning, Inc. for the replacement of the existing rooftop package units at the Compton Fire Station No. 3 building located at 1133 West Rosecrans Avenue in the City of Compton with three (3) new ten (10) ton rooftop packaged units.

SECTION 3. That a purchase order in an amount of \$53,420.00 is authorized to be established for Los Angeles Air Conditioning, Inc. for the replacement of three (3) rooftop packaged units at the Station No. 3 building.

SECTION 4. That funds in the amount of \$53,420.00 are available in the 2017-2018 Fiscal Year budget of the Compton Fire Department in Account No. 1001 690 000 4230 (\$23,000) and 1001 690 0000 4236 (\$30,420).

Resolution No. _____
Page 2

SECTION 5. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney, Compton Fire Department and General Services.

SECTION 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor, and attested by the City Clerk at a regular meeting thereof held on the ____ day of _____, 2018.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

**INSTALLATION AGREEMENT
BETWEEN
CITY OF COMPTON
AND
LOS ANGELES AIR CONDITIONING, INC.**

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON**, a municipal corporation of the State of California (hereinafter referred to as "**CITY**") located at 205 South Willowbrook Avenue, Compton, California 90220 and **LOS ANGELES AIR CONDITIONING, INC.** (hereinafter referred to as "**CONTRACTOR**") located at 1714 Lindbergh Court, La Verne, California 91750, (each a "Party" and collectively, the "Parties").

RECITALS

A. City does not have available personnel specifically trained and experienced to perform the services required and require the professional services of a contractor trained, certified and experienced with the purchase and installation of rooftop HVAC systems at the Compton Fire Department Station No. 3 building to enhance the level of energy conservation and provide appropriate temperatures within the building; and

B. Contractor has the professional skills, training, certification and experience necessary to perform the services described in this Agreement; and

C. City desires to engage Contractor to provide these services by reason of its qualifications and experience in performing such services; and

D. By Resolution No. _____, adopted on the ____ day of _____, 2018, the City Council gave approval to award a contract to the Contractor for the purchase and installation of new rooftop packaged units at the Compton Fire Department's Station No. 3 building.

NOW, THEREFORE, the Parties, for the consideration, terms and conditions herein described, mutually agree as follows:

1. Services to be Performed by Contractor:

Contractor shall perform, in a professional manner, everything required to be performed, shall provide and furnish all the labor, materials, necessary tools, expendable equipment and all utility and transportation services for the purchase of all necessary equipment and installation of three (3) new ten (10) ton rooftop packaged units at the Compton Fire Department's Station No. 3 building, located at 1133 West Rosecrans Avenue, Compton. More specifically, Contractor shall perform the following services:

- Isolate and disconnect electrical, condensate and controls from the existing three (3) rooftop units being replaced
- Crane all three (3) existing units off roof and properly dispose of
- Provide and install three (3) new Lennox ten (10) ton rooftop package units with economizers and curb adapters
- Crane old units off and new units onto curb adapters and properly secure per local codes
- Modify and connect existing condensate piping to new units
- Provide and install new electrical service disconnects
- Provide and install three (3) new digital programmable thermostats to serve each new units
- Provide and install three (3) new smoke detectors for three (3) 10 ton units (detectors to shut down units when smoke detected)
- Start up, test units for proper operation and program all thermostats
- Work area cleaned, all trash removed

Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
Resolution No. _____

Contractor will be responsible for the professional quality, technical accuracy and coordination of the services. Contractor will, without additional compensation, correct or revise any errors or deficiencies in the services.

Contractor agrees to perform all the said work and furnish all the said materials at its own cost and expense, as are necessary to complete in a good worker-like and substantial manner and to the satisfaction of the City.

Contractor shall bear all costs associated with this work, including, but not limited to, all professional, technical, clerical services, materials, tools, equipment, transportation, telephone, etc., used by Contractor in connection with this work.

2. Compensation:

The method of payment for this Contract shall be on a flat lump sum basis. The fees charged by the Contractor shall include compensation for all work and labor, including travel, materials, supplies, vendor services, expenses and subcontracted work. No additional compensation will be paid to the Contractor, unless there is a change in the scope of the work or the scope of the project. In the instance of a change in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Contractor and the City. Adjustment in the total compensation will not be effective until authorized and approved by the City.

Contractor shall be reimbursed within thirty (30) days, or as promptly as fiscal procedures may permit, upon receipt by the City of itemized invoice(s) for all services completed. Invoice(s) shall be submitted no later than 45 calendar days after the performance of work for which the Contractor is billing. Invoice(s) shall be delivered or mailed to the **Director, General Services Department** at the following address: **City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.**

The Contractor is required to comply with all federal, state and local laws and ordinances applicable to the work.

For the work agreed to be performed pursuant to this Agreement, it is understood between the parties that the maximum compensation payable to the Contractor for all services to be performed pursuant to this Agreement is limited to **Fifty Three Thousand Four Hundred Twenty Dollars (\$53,420.00).**

In the event of termination, the Contractor shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any noncancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Contractor's delivery to the City of any and all City property, documents, reports, records and materials associated with the performance of this Agreement.

3. Commencement of Services:

The Contractor shall commence performance of the work upon Notification to Proceed from the City and continue in a diligent and professional manner until the agreed services are completed, unless this Agreement is extended or terminated as provided herein. The parties anticipate that the work to be performed shall be completed within seven (7) workdays from commencement.

4. Indemnity:

Contractor shall indemnify and save harmless the City, its officials, officers, employees, agents and volunteers (collectively hereafter the "CITY") against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall defend, indemnify and save the City from any and all liability or expense, including defense costs and legal fees,

Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
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and claims, demands, suits, actions or proceedings of any kind or nature, including Worker's Compensation claims, of or by anyone whomsoever in any way resulting from or arising out of the negligent or intentional acts or omissions of the Contractor in the performance of this Contract, including operations of subcontractors and acts or omissions of employers or agents of the Contractor or its subcontractors.

This indemnification and hold harmless obligation does not extend to claims arising out of the sole negligence or willful misconduct of the City.

5. Insurance:

5.1 Insurance Requirements. The Contractor shall not commence Work under this Contract until it has provided evidence satisfactory to the City that it has secured all insurance coverage required under this section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until such subcontractor(s) has secured all insurance required under this Section 5.

As a condition precedent to the effectiveness of this Contract for work to be performed hereunder and without limiting the Contractor's indemnification of the City, Contractor will maintain the types of coverage's and minimum limits indicated below, unless the Risk Manager or City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Contractor's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by Contractor pursuant to this Agreement are adequate to protect Contractor. The coverage will contain no special limitations on the scope of its protection to the below-designated insured's except for Workers Compensation insurance. ***Failure on the part of the Contractor to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement.*** Contractor agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City.

5.2 Minimum Scope of Insurance. Insurance coverage specified herein constitutes the minimum requirements and said requirements shall in no way lessen or limit the liability of the Contractor under the terms of the Agreement. Contractor shall procure and maintain, at its own costs and expense, any additional kinds and amounts of insurance that, in its own judgment, may be necessary for its proper protection of the work.

All insurance required hereunder shall be primary with respect to any insurance maintained by the City and shall not call on the City's program for contributions. Program(s) of insurance shall include:

5.2.1 Commercial General Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Commercial General Liability Insurance, inclusive of personal injury liability and broad form property damage coverage, in an amount not less than **One Million Dollars (\$1,000,000.00)** per occurrence. The coverage shall be written on an occurrence basis. Claims made coverage is not acceptable.

5.2.2 Workers' Compensation Insurance and Employer's Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a policy of Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of **One Million Dollars (\$1,000,000)** per accident for bodily injury and which specifically covers all persons providing services by or on behalf of the Contractor and all risks to such persons under the Agreement. Workers' Compensation and Employer's Liability insurance will not be required if Contractor has no employees and provides, to City's satisfaction, a declaration stating this.

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Resolution No. _____

5.2.3 Automotive Liability. Contractor shall provide and maintain at its own expense during the term of this Agreement a program of insurance with a limit of liability of not less than **Five Hundred Thousand Dollars (\$500,000.00)** for each accident. Such insurance shall include coverage for all "owned", "hired" and "non-owned" vehicles, or coverage for "any auto". If Contractor does not own any company vehicles, the requirement may be satisfied by providing (a) a Personal Automobile Liability policy for the Contractor's own vehicle; and (b) a non-owned auto endorsement to the Commercial General Liability policy if Contractor may use vehicles of others (e.g., vehicles of employees).

5.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

5.3.1 The policy or policies of insurance required by Section 5.2.1 (Commercial General Liability) shall be endorsed to provide the following:

.a Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be named as "*additional insured*" with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

.b Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Contractor; or (4) contain any other exclusions contrary to the Contract.

.c Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.2 The policy or policies of insurance required by Section 5.2.2 (Automobile Liability) shall be endorsed to provide the following:

.a Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.3.3 The policy or policies of insurance required by Section 5.2.4 (Workers' Compensation) shall be endorsed to provide the following:

.a Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

.b Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

5.4 Waiver of Subrogation. Required insurance coverage's shall not prohibit Contractor from waiving the right of subrogation prior to a loss. Contractor shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

5.5 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

5.6 Evidence of Insurance. *The Contractor, concurrently with the execution of the Contract, and as a condition precedent to the effectiveness thereof, shall deliver certified copies of the required policies on forms approved by the City.* The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its

**Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
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behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

5.7 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

5.8 Insurance for Subcontractors. All subcontractors shall be included as additional insured's under the Contractor's policies, or the Contractor shall be responsible for causing subcontractors to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an "*additional insured*" to the subcontractor's policies.

6. Safety:

6.1 Contractor shall have overall responsibility for safety precautions and programs in the performance of the services.

6.2 Contractor shall seek to avoid injury, loss or damage to persons or property by taking reasonable steps to protect:

.a Employees and all other persons at the location where services are rendered ("Site");

.b Materials and equipment stored on the Sites or off the Sites at locations for use in performance of the work; and

.c The assigned project Sites and all property located at the Sites, whether or not said property or structures are part of the project or involved in the work.

6.3 Contractor shall designate an individual at the Site of the assigned project in the employ of Contractor who shall act as Contractor's designated safety representative with a duty to prevent accidents.

6.4 Losses not insured under property insurance which may arise from the performance of the work, to the extent of the negligence attributed to such acts or omissions of Contractor or anyone for whose acts Contractor may be liable, shall be promptly remedied by Contractor at Contractor's cost and without reimbursement by City as a cost of work, or in any other manner.

6.5 If City deems any part of the work or Sites unsafe, City may require Contractor, without assuming responsibility for Contractor's safety program, to immediately stop performance of the work or take corrective measures. Neither City's order nor Contractor's action in response thereto shall be the basis for adjustment in the contract price or contract time.

7. Non-Discriminatory Employment Practices:

During the performance of this Contract, the Contractor agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. The Contractor will take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to

**Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
Resolution No. _____**

their race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth provisions of this nondiscrimination clause.

In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract, this Contract may be canceled, terminated or suspended in whole or in part.

8. Successors and Assigns:

City and the Contractor each binds themselves, their partners, successors, assigns and legal representatives to the other party hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in the Contract Documents. Neither party to the Agreement shall assign the Contract or sublet it in whole or part without the written consent of the other, nor shall the Contractor assign any monies due or to become due to it hereunder, without the previous written consent of the City. Any attempted assignment of this Contract without the written consent of both parties is void.

9. Warranties:

The Contractor guarantees all equipment, materials, supplies and work furnished on the job against defective construction or workmanship for a period of one (1) year following completion of the project.

If within one (1) year after the date of completion of the Agreement, any of the work is found to be defective or not in accordance with the Contract documents, the Contractor shall correct it promptly after receipt of a written notice from the City to do so, at the Contractor's expense. This obligation shall survive termination of the Contract. The City shall give notice promptly after discovery of the condition.

10. Independent Contractor Status:

Contractor, its officers, employees, subcontractors, agents and volunteers (collectively hereinafter the "Contractor"), is a wholly independent Contractor and not an officer, employee, subcontractor or agent of the City of Compton. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Contractor, except as expressly set forth in this Agreement. Contractor expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Agreement that Contractor shall not at any time or in any manner, represent that Contractor is in any manner officers, employees, agents or volunteers of the City. Contractor shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Contractor expressly waives any claim to such rights.

11. Permits and Licenses:

Contractor, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by Contractor.

Prior to or at the time of execution of this Agreement, the Contractor shall obtain a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
Resolution No. _____

12. Termination:

Notwithstanding any other provisions of this Agreement, this Agreement may be terminated as follows:

12.1 If the Contractor becomes insolvent; that is, it has ceased to pay its debts in the ordinary course of business or cannot pay its debts as they become due, whether or not it has committed an act of bankruptcy, and whether or not insolvent within the meaning of the federal Bankruptcy law, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.2 If the Contractor persistently or repeatedly refuses or fails, except in cases for which extensions of time are provided, to supply enough properly skilled workers, property or material, or if he fails to make prompt payment to subcontractors or for materials or labor, or he persistently disregards laws, ordinances, rules, regulations or orders of any public authority having jurisdiction, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.3 If the Contractor fails to perform or breaches any material obligation under this Agreement, then, the City may, without prejudice to any other right or remedy and after giving the Contractor five (5) days written notice, terminate this Agreement.

12.4 Pursuant to the provisions of Section 5 above.

If the City gives notice of termination, Contractor shall cease immediately all work in progress unless otherwise directed in writing by the City. Upon termination Contractor shall furnish to the City a final invoice for work performed.

13. Ownership of Documents/Equipment:

All electronic and hardcopy data, reports, documents, records, plans, discs, diskettes or other material ("Documents") prepared, developed or discovered by or provided to Contractor during the course of providing services pursuant to this Agreement and equipment purchased shall be the property of the City, whether or not the services are completed.

14. Force Majeure:

In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Contractor or any of Contractor's subcontractors), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Contract upon any event that renders performance impossible. In such case, City shall be responsible for payment of all expenses incurred to the point at which this Contract is terminated.

15. Waivers:

A waiver by either party to this Agreement of any breach of any term, covenant or condition contained herein shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant or condition contained herein, whether of the same or a different character.

Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
Resolution No. _____

16. Amendments:

This Agreement may be modified or amended only by written document executed by both Contractor and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

17. Notice:

All notices, demands or requests to be given under this Agreement shall be given in writing and conclusively shall be deemed received when: (a) delivered personally, or (b) on the third business day after the deposit thereof in the United States mail, postage prepaid and addressed as hereinafter provided, or (c) one business day after sent by facsimile transmission.

To Contractor:

**Los Angeles Air Conditioning, Inc.
1714 Lindbergh Court
La Verne, California 91750
Attn: Kari Pederson, Account Executive
(909) 596-7077
(909) 596-6657**

To City:

**City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: Director, General Services Department
(310) 605-5519
(310) 764-2143 – fax.**

With copy to:

**City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: City Manager**

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

18. Contractors' Books and Records:

Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to work, services, expenditures and disbursements charges to the City for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Contractor shall maintain all documents and records which demonstrate performance under this Agreement for the period and to the extent required by laws relating to audits of public agencies and their expenditures.

Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City or a designated representative. Copies of such documents shall be provided to the City, at its expenses, for inspection when it is practical to do so. Otherwise, unless an alternative is mutually agreed upon, the records shall be available at Contractor's address indicated for receipt of notices in this Agreement.

Installation Agreement – Los Angeles Air Conditioning, Inc.
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Resolution No. _____

19. Examination and Audit:

This Contract shall be subject to examination and audit of the City, State Auditor of the State of California and/or any duly authorized representative of the federal government, at the request of the City, or as part of any audit of the City, for a period of three (3) years, or longer if required by law, after final payment under this Agreement.

20. Covenants Against Contingent Fees:

Contractor warrants that Contractor has not employed or retained any company or person, other than a bona fide employee working for Contractor, to solicit or secure this Agreement, and that Contractor has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

21. Waivers:

The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment which may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

22. Entire Agreement:

This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

23. Governing Law and Severability:

This Agreement shall be governed by and construed under the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles.

Should any part of this Agreement be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the parties.

24. Federal and State Withholding Taxes:

Contractor shall be responsible for paying when due all federal and state income withholding taxes for all earning under this Agreement. Contractor agrees to indemnify City for any claims, costs, losses, fees, penalties, interest, or damages suffered by City resulting from Contractor's failure to comply with this provision. Contractor shall be responsible for paying all federal and state income withholding taxes for all earning under this Agreement.

Installation Agreement – Los Angeles Air Conditioning, Inc.
Purchase/Install New Rooftop HVAC Units (Fire Station No. 3)
Resolution No. _____

25. Miscellaneous:

Contractor and City acknowledge that the terms of this Agreement have been mutually negotiated and that such documents shall not be interpreted against either City or Contractor on the basis that either party was responsible for or in control of the drafting of such documents.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

IN WITNESS WHEREOF, Contractor has executed this Agreement, and the City, by its City Manager, who is authorized to do so, has executed this Agreement.

LOS ANGELES AIR CONDITIONING, INC.
CONTRACTOR

Dated: _____

By _____
Kent Cooper, President

CITY OF COMPTON
Recommended for Approval by:

By _____
Van Wilson, Director
General Services Department

Dated: _____

Approved by:

Dated: _____

By _____
Cecil W. Rhambo, Jr., City Manager

Approved as to form:

By _____
Craig J. Cornwell, City Attorney

Dated: _____

ATTEST:

Dated: _____

By _____
Alita Godwin, City Clerk

Los Angeles Air Conditioning, Inc.

STATE LICENSE NO. 208872

1714 LINDBERGH COURT, LA VERNE, CA 91750 (909) 596-7077 FAX (909) 596-6657

PROPOSAL

March 16, 2017

To: City of Compton
205 South Willowbrook Avenue
Compton, California 90220

Attention: Mr. Bryant Batiste, Interim Fire Chief

Re: Compton Fire Station #3 - Three (3) 10-Ton HVAC Package Unit Replacements

The undersigned hereby authorizes and directs LOS ANGELES AIR CONDITIONING, INC. To furnish the labor and material substantially described below:

Per your request, this proposal is to replace the Three (3) 10-Ton HVAC rooftop package units the above referenced site:

1. Isolate and disconnect electrical, condensate and controls from the existing three rooftop units being replaced.
2. Provide crane services as needed to rig the old equipment off of the roof. Crane will be staged in the parking lot of the facility.
3. Crane the all three units off the roof and properly dispose of away from the facility.
4. Provide and install three (3) new Lennox rooftop package units with economizers and curb adapters.
5. Crane old units off and new units onto curb adapters and properly secure per local codes.
6. Modify and connect existing condensate piping to the new units.
7. Provide and install new electrical service disconnects.
8. Provide and install three (3) new digital programmable thermostats to serve each of the new units.
9. Provide and install three (3) new smoked detectors for the three (3) 10 ton units. The detectors will be set up to shut down the unit when smoke is detected.
10. Start up, test units for proper operation and program all thermostats.
11. Work area will be cleaned and all trash removed from work area.
12. ***All work to be completed during normal business hours.***

The above can be completed in a workmanlike manner and according to standard practices (including labor, materials & sales tax.) for the sum of..... **\$53,420**

(Above pricing is valid for 90 days)

Exclusions: Permits, Engineering, Title 24 acceptance testing and any required structural upgrades.

Approved by:

AUTHORIZED SIGNATURE

TITLE

DATE

Kari Pederson

Account Executive

Los Angeles Air Conditioning, Inc.

STATE LICENSE NO. 208872

1714 LINDBERGH COURT, LA VERNE, CA 91750 (909) 596-7077 FAX (909) 596-6657

PROPOSAL

May 5, 2017

To: City of Compton
205 South Willowbrook Avenue
Compton, California 90220

Attention: Mr. Jim McCombs, Interim Fire Chief

Re: Compton Fire Station #3 – 10-Ton HVAC Package Unit Replacements

The undersigned hereby authorizes and directs LOS ANGELES AIR CONDITIONING, INC. To furnish the labor and material substantially described below:

Per your request, this proposal is to replace the 10-Ton HVAC rooftop package units the above referenced site:

1. Isolate and disconnect electrical, condensate and controls from the existing three rooftop units being replaced.
2. Provide crane services as needed to rig the old equipment off of the roof. Crane will be staged in the parking lot of the facility.
3. Crane the all three units off the roof and properly dispose of away from the facility.
4. Provide and install three (3) new Lennox rooftop package units with economizers and curb adapters.
5. Crane old units off and new units onto curb adapters and properly secure per local codes.
6. Modify and connect existing condensate piping to the new units.
7. Provide and install new electrical service disconnects.
8. Provide and install three (3) new digital programmable thermostats to serve each of the new units.
9. Provide and install three (3) new smoked detectors for the three (3) 10 ton units. The detectors will be set up to shut down the unit when smoke is detected.
10. Start up, test units for proper operation and program all thermostats.
11. Work area will be cleaned and all trash removed from work area.
12. **All work to be completed during normal business hours.**

The above can be completed in a workmanlike manner and according to standard practices (including labor, materials & sales tax.) for the sum of..... **\$53,420**

Total Project Cost for the Replacement of Two (2) Rooftop Package Units **\$36,400**

Total Project Cost for the Replacement of One (1) Rooftop Package Unit **\$18,880**
(Above pricing is valid for 60 days)

Exclusions: Permits, Engineering, Title 24 acceptance testing and any required structural upgrades.

Approved by:

AUTHORIZED SIGNATURE

TITLE

DATE

Kari Pederson
Account Executive

Financial Summary

Total Proposal Amount: \$61,806.14

This contract does not include Preferred Services Charges. Initial _____

All products and services provided by BENSON SYSTEMS are subject to BENSON SYSTEMS standard terms and conditions which can be found at www.bensonsys.com/legal. Any additional or different terms set forth by Customer, whether in Customer's purchase order or another communication, are expressly objected to and will not be binding on BENSON SYSTEMS unless agreed to in writing by an authorized representative of BENSON SYSTEMS.

Approval**Benson Systems**

Submitted by:

Ron Blondheim

Name

Signature

Date

Principal Account Manager

Title

City of Compton

Approved by:

Van Wilson

Name

Signature

Date

Title

#9.



Compton Fire Station #3 HVAC Replacement

Proposal: 20235-1-0
Date: 8/2/2017

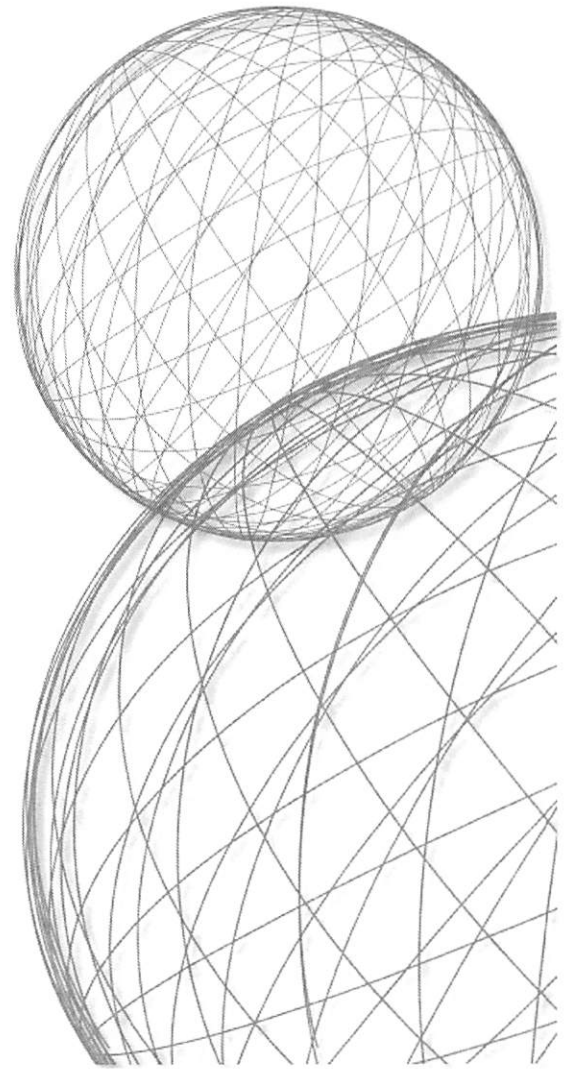
Prepared For:

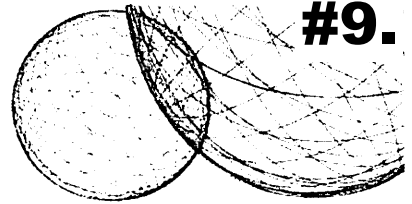
Van Wilson

City of Compton
(310) 605-5519
vwilson@comptoncity.org

Prepared By:

Ron Blondheim
Principal Account Manager
Benson Systems
(480) 892-8688
ron.blondheim@bensonsys.com





#9.

Proposal Number: 20235-1-0 rev. 1

Date: August 02, 2017

Scope of Work

Customer Details: City of Compton

Site:
1133 W Rodecrans Ave
Compton, CA

Billing:
205 S Willowbrook Ave
Compton, CA 90220

Contact:
Van Wilson
(310) 605-5519
vwilson@comptoncity.org

Thank you for the opportunity to work with you on this project. We have walked the facility and have a clear understanding of what is needed to remove and replace the three 10-Ton package units.

Fire Station #3 HVAC removal and replacement:

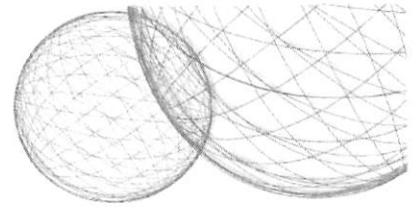
- Isolate and make safe all electrical, condensation drain lines and control wiring
- Provide crane and operator to remove existing units and crane new units and curb adaptors
- Removal and haul off site all spoils in accordance with current EPA requirements
- Provide and Install three new 10-Ton package units, curb adaptors, and economizers
- Tie into existing condensation drain lines
- Tie into existing control wiring
- Provide and install three new electrical fused disconnects
- Provide and install new condensate pee-traps
- Provide and install new duct smoke detectors on all three new units for local shut down
- Provide and install three new digital programmable thermostats
- Provide basic comfort balance
- Provide programming of thermostats and training of operation to staff
- Provide complete startup and test of new equipment
- Provide all labor to install
- Provide all misc. sealant and connectors

Exclusions: After hours work, davis bacon wages, permits and fees, structural, engineering and design, third party balance, repairs to all existing ductwork, plenum, CAD.

Ron Blondheim - Benson Systems

2065 W. Obispo Ave. Ste. 101 | Gilbert, AZ 85233 | (480) 892-8688
CR67 166993 | CR16 213233 | CR39 280147 | CR37 275785 | CR11 147120

#9.



Proposal Number: 20235-1-0 rev. 1
Date: August 02, 2017

Financial Summary

Customer Details: City of Compton

Site:
1133 W Rodecrans Ave
Compton, CA

Billing:
205 S Willowbrook Ave
Compton, CA 90220

Contact:
Van Wilson
(310) 605-5519
vwilson@comptoncity.org

HVAC Replacement

QTY	Description
-----	-------------

3	LENNOX 10 Ton Package Heat Pump
3	Curb Adaptors
3	Digital Programmable Thermostat
3	Electric disconnect Switch with fuses and whips
3	120 VAC Duct Smoke detectors
1	Manual adjusted Economizers

Supplies & Materials for: HVAC Replacement

QTY	Description
-----	-------------

1.00	Crane and Operator
1.00	Disposal of Old Equipment
1.00	Misc. copper and connectors
5.00	Fuel, cleaning material, PPE
1.00	Freon Recovery Per EPA

Ron Blondheim - Benson Systems

2065 W. Obispo Ave. Ste. 101 | Gilbert, AZ 85233 | (480) 892-8688
CR67 166993 | CR16 213233 | CR39 280147 | CR37 275785 | CR11 147120



Lic. # 755720

C-10, C-20, C-36

Proposal

Date: 03/23/2017

Re: AC Replacement at Fire Station #3

R. T. Contractor Corp. hereby submitting the proposal for project AC Replacement, located at Fire Station # 3. Breaks down of cost for are listed below.

Provide labor & equipment to replace three 10-ton Carrier units, model **50TCQD12A2A5** for the price of \$76,880.00. Work described as following:

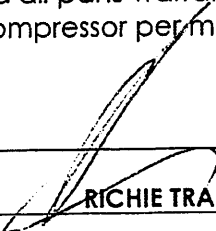
1. Isolate and disconnect electrical, condensate and controls from the existing tree rooftop units being replace
2. Provide crane services as needed to rig the old equipment off the roof as well as lift up the new units
3. Crane all three units off the roof and properly dispose of away from facility
4. Provide three new rooftop package units with curb adapters
5. Crane the new units onto the curbs and properly secure per local codes
6. Modify and connect existing condensate piping to new units
7. Provide and install new electrical service disconnects
8. A new three 7-day thermostat will be installed to serve each of the three new units
9. New smoke detectors will be provided and installed in all three 10 ton units. The detectors will be set up to shut down the unit when smoke is detected
10. Start up and test units for proper operation and programs all thermostats
11. Work area will be cleaned and all trash removed from work area
12. Provide city permit as require, fee pay by owner
13. Provide one year labor and all parts warrantee
14. Five years warrantee on compressor per manufacture

Bidders Signature:

Bidders Printed name:

Title:

Email:



RICHIE TRAN

PROJECT MANAGER

SOLUTIONS@RTCONTRACTOR.COM

RESOLUTION SIGN-OFF FORM

DEPARTMENT: General Services

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE CITY MANAGER TO ENTER INTO AN INSTALLATION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR LOS ANGELES AIR CONDITIONING, INC. FOR REPLACING THE ROOFTOP PACKAGED UNITS AT THE COMPTON FIRE STATION NO. 3 LOCATED AT 1133 WEST ROSECRANS AVENUE (\$53,420)

Van Wilson
DEPARTMENT MANAGER’S SIGNATURE

1/23/2018 8:31:33 AM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/1/2018 5:32:29 PM
DATE

Nita McKay
CITY CONTROLLER

2/1/2018 3:55:56 PM
DATE

Cecil Rhambo
CITY MANAGER

1/29/2018 2:34:51 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

February 13, 2018

TO: MAYOR AND COUNCIL MEMBERS

**FROM: VAN WILSON, DIRECTOR
GENERAL SERVICES DEPARTMENT**

**SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RATIFYING THE EMERGENCY REPLACEMENT OF THE HVAC
SYSTEM AT THE CAREERLINK FACILITY BY BENSON SYSTEMS
AND THE ISSUANCE OF A PURCHASE ORDER (\$63,702.79)**

SUMMARY

Adoption of this resolution will ratify the City Manager's actions of employing the services of Benson Systems to replace the HVAC system, on an emergency basis, at the CareerLink facility and the issuance of a purchase order in the amount of Sixty Three Thousand Seven Hundred Two Dollars and Seventy-Nine Cents (\$63,702.79) for performance of the work.

BACKGROUND

The City of Compton owns the real property located at 700 North Bullis Road, commonly known as the CareerLink facility, which is used as a "shared occupancy" facility in that it houses certain City administered services (e.g. CareerLink Department and Compton Local Housing Authority), in addition to renting spaces to a number of outside organizations, agencies and individuals.

In July 2017, the General Services Department ("Department") staff was notified that the air conditioning system at the CareerLink facility was malfunctioning in that the facility indoor temperatures were increasingly rising. Inspection of the facility and the HVAC system revealed a system overload, preventing sufficient airflow and inability to cool the indoor temperatures. Attempts by Department staff to correct the malfunction failed. The City received notification from the Occupational Safety and Health Administration ("OSHA") mandating that the HVAC system failure be corrected in order to provide occupants of the facility with appropriate working conditions.

It was ultimately revealed that the reasons for the malfunction of the existing HVAC system at this facility were due to the fact that the existing equipment and air distribution system was designed to cool an open space building. The building has been remodeled with several offices with doors which diminished the control of temperatures in the office spaces. There were several duct runs that are over thirty (30) feet long and none of the existing ductworks had manual dampers installed for comfort balance of the

**Staff Report – Resolution Ratifying Emergency Replacement
HVAC System/CareerLink Facility Issuance of P.O. to Benson Systems
February 13, 2018, page 2**

air supply. This deficiency required the need to add manual dampers to every supply air duct run and change of the configuration of almost all ductwork; thus, it was determined that the most cost efficient way to correct the malfunction was replacement of the HVAC units and ductwork.

The Department solicited bids to replace the four (4) rooftop five (5) ton units with the following bids received in August 2017:

Benson Systems	\$63,702.79
BCD	\$66,478.92
AZ4 Construction	\$72,775.00

On review of the proposals/bids submitted, staff determined that the bid of Benson Systems was the lowest, most responsive bid submitted and in the best interest of the City.

STATEMENT OF ISSUE

On May 17, 2016, the City Council adopted Resolution No. 24,347 which authorized the City Manager to approve purchase orders in the amount of Twenty Five Dollars (\$25,000.00) or less for the purchase of materials, supplies, services or goods without a separate/specific resolution adopted by the Council. This resolution also authorizes the City Manager, when faced with an urgent necessity regarding life, health, property or fiscal stability to approve a purchase order up to Seventy Five Thousand Dollars (\$75,000.00), which emergency actions shall thereafter go through the normal approval process for purchase orders.

Due to the inability to obtain Council approval to employ the services of a qualified contractor to address this problem in August 2017 – Council is “dark” during the month of August -- and the urgent need to correct the malfunction, especially in light of the notice from OSHA, the City Manager authorized the employment of Benson Systems to replace the rooftop HVAC units and install new ductwork and the issuance of a purchase order in the amount of \$63,702.79.

The work has been satisfactorily completed by Benson Systems and pursuant to Resolution No. 24,347; staff seeks Council ratification of the emergency actions taken.

Staff Report – Resolution Ratifying Emergency Replacement
HVAC System/CareerLink Facility Issuance of P.O. to Benson Systems
February 13, 2018, page 3

FISCAL IMPACT

Funds in the amount of \$63,702.79 are available in the Fiscal Year 2017-2018 General Services Department's budget and taken from Account No. 1001-600-000-4262.

RECOMMENDATION

It is recommended that the City Council adopt the attached Resolution.

**VAN WILSON, DIRECTOR
GENERAL SERVICES DEPARTMENT**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR.
CITY MANAGER**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON
RATIFYING THE EMERGENCY REPLACEMENT OF THE HVAC SYSTEM AT
THE CAREERLINK FACILITY BY BENSON SYSTEMS AND THE ISSUANCE
OF A PURCHASE ORDER (\$63,702.79)

WHEREAS, the City of Compton owns the real property located at 700 North Bullis Road, commonly known as the CareerLink facility, which is used as a “shared occupancy” facility in that it houses certain City administered services, in addition to renting spaces to a number of outside organizations, agencies and individuals; and

WHEREAS, in July 2017, the General Services Department (“Department”) staff was notified that the air conditioning system at the CareerLink facility was malfunctioning in that the facility indoor temperatures were increasingly rising. Inspection of the facility and the HVAC system revealed a system overload, preventing sufficient airflow and inability to cool the indoor temperatures, additionally the City received notification from the Occupational Safety and Health Administration (“OSHA”) mandating that the HVAC system failure be corrected in order to provide occupants of the facility with appropriate working conditions; and

WHEREAS, it was ultimately revealed that the reasons for the malfunction of the existing HVAC system at this facility were due to the fact that the existing equipment and air distribution system was designed to cool an open space building and since the building has been remodeled with several offices with doors which diminished the control of temperatures in the office spaces, it was determined that the deficiency required the need to add manual dampers to every supply air duct run and change of the configuration of almost all ductwork; and

WHEREAS, the Department solicited bids to replace the four (4) rooftop five (5) ton units with the following bids received in August 2017:

Benson Systems	\$63,702.79
BCD	\$66,478.92
AZ4 Construction	\$72,775.00

WHEREAS, on review of the proposals/bids submitted, staff determined that the bid of Benson Systems was the lowest, most responsive bid submitted and in the best interest of the City; and

WHEREAS, on May 17, 2016, the City Council adopted Resolution No. 24,347 which authorized the City Manager to approve purchase orders in the amount of Twenty Five Dollars (\$25,000.00) or less for the purchase of materials, supplies, services or goods without a separate/specific resolution adopted by the Council; and

WHEREAS, Resolution No. 24,347, also authorizes the City Manager, when faced with an urgent necessity regarding life, health, property or fiscal stability to approve a purchase order up to Seventy Five Thousand Dollars (\$75,000.00), which emergency actions shall thereafter go through the normal approval process for purchase orders; and

WHEREAS, due to the inability to obtain Council approval to employ the services of a qualified contractor to address this problem in August 2017 – Council is “dark” during the month of August -- and the urgent need to correct the malfunction, especially in light of the notice from OSHA, the City Manager authorized the employment of Benson Systems to replace the rooftop HVAC units and install new ductwork and the issuance of a purchase order in the amount of \$63,702.79; and

WHEREAS, the work has been satisfactorily completed by Benson Systems and pursuant to Resolution No. 24,347, staff seeks Council ratification of the emergency actions taken and the purchase order issued; and

WHEREAS, funds for this emergency expenditure are available in the Fiscal Year 2017-2018 General Services Department’s budget.

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

Section 1. That the actions of the City Manager in authorizing the employment of Benson Systems to replace the HVAC system, on an emergency basis, at the CareerLink facility and the issuance of a purchase order in the amount of Sixty Three Thousand Seven Hundred Two Dollars and Seventy-Nine Cents (\$63,702.79) for performance of the work, is hereby approved and ratified pursuant to Resolution No. 24,347, adopted by the City Council on May 17, 2016.

Section 2. That funds for the HVAC replacement work were available and paid from the 2017-2018 Fiscal Year budget, Account No. 1001-600-000-4262.

Section 3. That a certified copy of this Resolution shall be filed in the offices of the City Manager, City Clerk, City Controller, General Services and the City Attorney.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

Resolution No. _____
Page 3

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this ____ day of _____, 2018.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS-
NOES: COUNCILMEMBERS-
ABSTAIN: COUNCILMEMBERS-
ABSENT: COUNCILMEMBERS-

CITY CLERK OF THE CITY OF COMPTON



Careerlink unit and duct upgrade

Proposal: 19537-6-0
Date: 8/4/2017

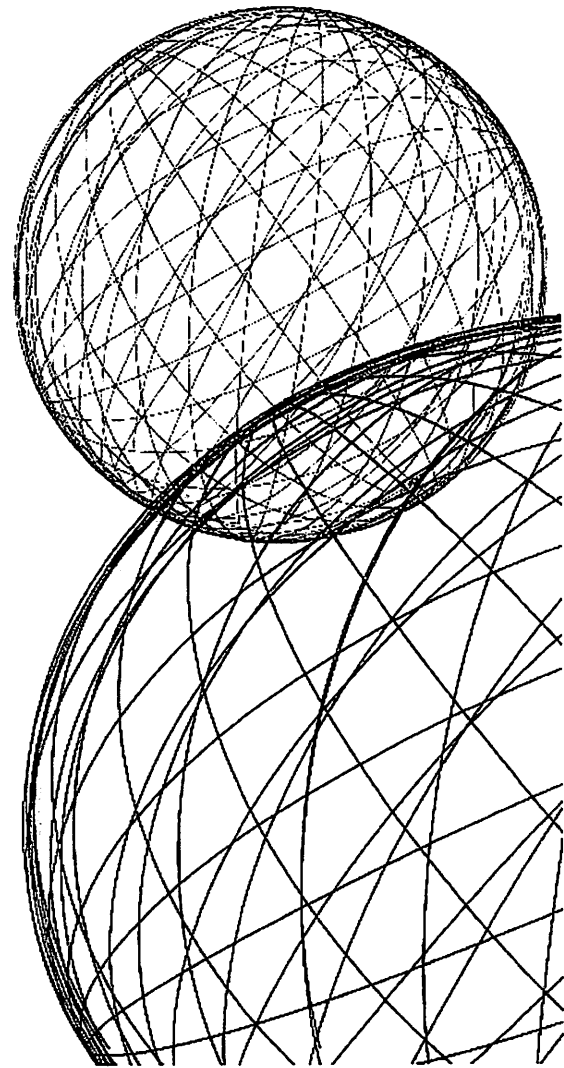
Prepared For:

Van Wilson

City of Compton
(310) 605-5519
vwilson@comptoncity.org

Prepared By:

Phil Farber
Vice President
Benson Systems
(480) 892-8688
phil.farber@bensonsys.com



#10.



Proposal Number: 19537-6-0 rev. 1
Date: August 04, 2017

Scope of Work

Customer Details: City of Compton

Site:
700 North Bulis Road
Compton, CA 90220

Billing:
205 S Willowbrook Ave
Compton, CA 90220

Contact:
Van Wilson
(310) 605-5519
vwilson@comptoncity.org

Thank you for the opportunity to work with you on this project. We have walked the building and have a clear understanding of what is needed to provide a working, balanced Cooling and Heating system.

The existing equipment and air distribution system was designed to cool an open space building. The building has been remodeled with several offices with doors. With the current configuration there is very little control of temperature in the office spaces. There are several duct runs that are over 30' long and none of the existing ductwork has manual dampers installed for comfort balance of the supply air. To get the system to operate efficiently we need to add manual dampers to every supply air duct run and change the configuration of almost all of the ductwork. The problems with the existing configuration is the distance of the duct runs and the lack of control due to not having dampers and not enough units to separate zones within the building. Due to the high cost to complete all of this we believe it would not be cost effective and are recommending the replacement of the units and ductwork.

Current equipment on the roof above this space is one 10-Ton and one 7.5 Ton Both are Heat Pumps. This equals 17.5 tons total cooling capacity or a total of 204K BTU's. For this space with the amount of glass, insulation value and construction we are recommending one ton of air for every 225 square feet, or a total of 244K BTU's. The total square feet of the space is 4600 SF from our crude measurements from our site visit. This space will need 20-tons of cooling and heating. When zoned correctly with individual control you will have the capability to comfort balance the facility and not have the equipment running continuously. The equipment and current configuration causes the system to run constantly which can explain the recent system failures.

We will remove the existing equipment and haul off site. The new design will include four new units to offer real control of the air temperature throughout the space. The two existing roof penetrations will be capped and sealed. We will cut in four new roof penetrations and install four new roof jacks for the new equipment.

We will remove 80% of the existing ductwork (reuse as much as possible) and install new ductwork in the proper configuration. In the drawing you will see the four zones designated. The existing supply and return grills will be reused. New thermostats will be provided with 7 day program capability.

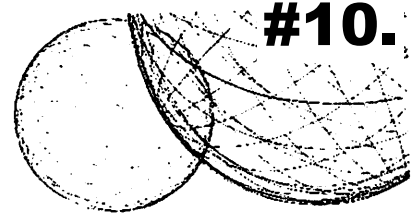
All of this work will need to be completed after working hours when the building is empty. We will need to remove most of the ceiling tile and several of the tee-bar grid connections to install the larger sections of the ductwork. All of the existing furniture, desks and personal property will be covered and protected during this work. The coordination of this install will be discussed prior to starting any work.

Benson designer will work with your preferred electrical contractor on running electrical to the four new unit location.

Benson Systems will provide the following

- Removal of the existing HVAC equipment
- Removal of the existing ductwork
- Collection and disposal of Freon from removed equipment
- Haul off and disposal of removed equipment
- Cut in new roof penetration for new unit location (professional roofer to patch and seal)
- Installation of new roof jack at new unit penetration
- (4) Five ton rooftop package Heat Pumps
- (4) Economizers

Phil Farber - Benson Systems
8910 Activity Rd, Suite A | San Diego, Calif 92126- | (866) 892-0456
Licel " 35362



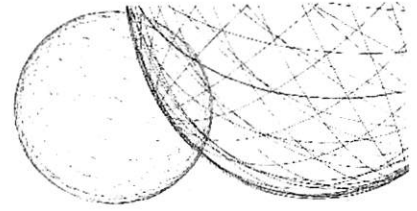
#10.

Proposal Number: 19537-6-0 rev. 1
Date: August 04, 2017

- (3) New 90 degree elbows
- (6) Duct transition pieces
- (3) Fused Disconnects with electrical whips to unit
- (3) Condensation line traps and tie in
- (3) New programmable thermostats with 7 day program feature
- All Misc. Connectors, sealant, fittings
- All Labor to install
- Crane and operator fees
- Tie into existing electrical power
- Comfort Balance

Exclusions: Breakers and electrical boxes, electrical to new unit locations, load calculations, Roof patching and warranty, structural, Cad, engineering, third party test and balance, conduit, upgrades to existing electrical breaker box located on the roof, dumpster, restroom facility.

#10.



Proposal Number: 19537-6-0 rev. 1
Date: August 04, 2017

Financial Summary

Total Proposal Amount: \$63,702.79

The above price does not include all applicable sales tax.

This contract does not include Preferred Services Charges. Initial _____

All products and services provided by BENSON SYSTEMS are subject to BENSON SYSTEMS standard terms and conditions which can be found at www.bensonsys.com/legal. Any additional or different terms set forth by Customer, whether in Customer's purchase order or another communication, are expressly objected to and will not be binding on BENSON SYSTEMS unless agreed to in writing by an authorized representative of BENSON SYSTEMS.

Approval

Benson Systems

Submitted by:

Phil Farber

Name

Signature

Date

Vice President

Title

City of Compton

Approved by:

Van Wilson

Name

Signature

Date

Title

BCD**Quotation****Careerlink - HVAC and Duct Replacement Project**

10808 Foothill Blvd. #160-176
 Rancho Cucamonga, CA 91730
 800-594-2231

DATE August 4, 2017
Quotation # CC8971-AC1
Customer ID COC-16

Bill To:

Quotation valid until: October 3, 2017

Van Wilson
 City of Compton
 205 South Willowbrook Ave.
 Compton, CA 90220
 310-605-5519

Prepared by: E. Brown

Exclusions:

Permits, Bonding, Engineering

Description		AMOUNT
(4) 5 Ton Rooftop HVAC Units with Economizers	\$6,862.97	\$ 27,451.88
Metal Duct and Duct Connectors	\$9,380.00	\$ 9,380.00
(6) New Digital Thermostat Installation	\$112.69	\$ 676.14
Crain, Start up, TestUnits, Balance, Labor		\$ 28,970.90
TOTAL		\$ 66,478.92

THANK YOU FOR YOUR BUSINESS!

#10.



Career-Link Building

700 N Bulis RD.

Career link Building HVAC Upgrades

Install new ductwork in 20% of the facility to provide better control and add rooftop AC unit

Removal of the existing HVAC equipment

Cut roof for new unit location

Five ton rooftop package Heat Pump with manual economizers

Disconnects and whips

Condensation lines

Thermostats

Labor to install

Crane

Basic manual Balance

This proposal excludes all roof patching, electrical, wiring, permits and fees, hauling and disposal of old equipment, electrical upgrades, anything not listed in the above description.

Total \$72,775.00 (plus applicable Tax)

Signature of Acceptance

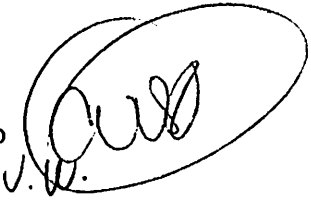
Date

This proposal is good for 30 Days.

General Services



Memorandum

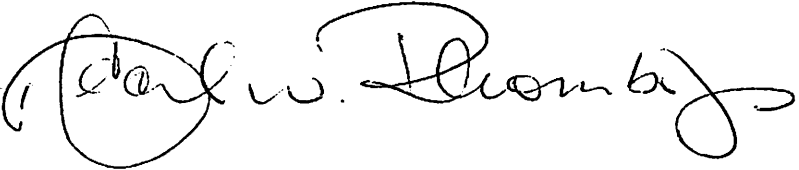
To: Cecil Rhambo 
From: Van Wilson 
CC:
Date: 8/7/2017
Re: CareerLink HVAC Replacement – Memo 80817

During the last week of July, the General Services maintenance staff was contacted to respond to increasing air temperatures at the CareerLink facility, located at 700 North Bullis Road. During the site visit, it was determined that the current HVAC system had shut down due to a system overload. The system was reset and two days later the original problem repeated itself, so the maintenance staff solicited support from Benson Systems HVAC.

Benson Systems advised the General Services maintenance staff that the existing air distribution system was designed to cool an open space building. The CareerLink facility was remodeled a year ago to accommodate the Local Housing Authority. The configuration changes produced a layout that increased the number of offices and doors, reduced the number thermostats, and thus limited the control of temperature in the office spaces. There are several duct runs that are over 30' long and the existing configuration lacks dampers and units to separate zones within the building.

City staff has deployed fans throughout the building and will use ambient air when the exterior air temperature is below the interior air temperature to cool the facility. On August 4, 2017 we received a proposal from Benson Systems in the amount of \$63,703 for labor and parts needed to remedy the problem. This will include the installation of (4) Five ton rooftop package Heat Pumps and (4) Economizers with a three week project completion time.

In coordination with Building Safety, Risk Management, and the Building Maintenance Supervisor, it has been determined that the failure of these systems require immediate response and repair. I am requesting your immediate authorization to order the necessary parts, as a formal agreement is being prepared.

OK,  8/7/17

RESOLUTION SIGN-OFF FORM

DEPARTMENT: General Services

RESOLUTION TITLE: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON RATIFYING THE EMERGENCY REPLACEMENT OF THE HVAC SYSTEM AT THE CAREERLINK FACILITY BY BENSON SYSTEMS AND THE ISSUANCE OF A PURCHASE ORDER (\$63,702.79)

Van Wilson
DEPARTMENT MANAGER’S SIGNATURE

1/18/2018 4:26:23 PM
DATE

REVIEW / APPROVAL

Ruth Rugley
CITY ATTORNEY

2/6/2018 1:10:51 PM
DATE

Austin Okonta
CITY CONTROLLER

2/6/2018 11:30:39 AM
DATE

Cecil Rhambo
CITY MANAGER

1/29/2018 12:58:30 PM
DATE

Use when:	
Public Works:	When contracting for Engineering Services.
City Attorney:	When contracting for legal services; contracts that require City Attorney’s review.
Controller/Budget Officer:	Amending Budget; appropriating and/or transferring funds; adding and/or deleting positions; any resolution having account numbers.
Asst. City Manager/OAS:	All personnel actions.

FEBRUARY 13, 2018

TO: HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

FROM: CITY CLERK

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON DECLARING THE RESULTS OF THE SPECIAL MUNICIPAL ELECTION HELD IN SAID CITY ON JANUARY 23, 2018

SUMMARY

This resolution declares the results of the special election held on January 23, 2018.

BACKGROUND

On October 10, 2017, the City Council directed the City Clerk to prepare the necessary documents to call for a Special Election on January 23, 2018 in order to submit a Voter Initiative and a competing measure to the City of Compton's registered voters.

STATEMENT OF ISSUE

A Special Election was held and conducted in the City of Compton, on Tuesday, January 23, 2018, as required by law.

Notice of the Election was given in time, form and manner as provided by law; that voting precincts were properly established; that election officers were appointed and that in all respects the election was held and conducted and the votes were cast.

In accordance with Section 6-4 of the Compton Municipal Code, it is requested that the City Council canvass the election results or direct the City Clerk to canvass the election results. Upon conclusion of the canvass, it is hereby requested that the attached resolution be adopted.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

Staff recommends the adoption of the attached resolution.

**ALITA L. GODWIN, CMC
CITY CLERK**

APPROVED FOR FORWARDING:

**CECIL W. RHAMBO, JR
CITY MANAGER**

#11.

Staff Report – Declaring The Results of a Special Election
February 13, 2018
Page 2 of 2

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON,
CALIFORNIA DECLARING THE RESULTS OF THE SPECIAL MUNICIPAL
ELECTION HELD IN SAID CITY ON JANUARY 23, 2018**

WHEREAS, a Special Municipal Election was held and conducted in the City of Compton, California, on Tuesday, January 23, 2018, as required by law; and

WHEREAS, notice of the election was given in time, form and manner as provided by law; that voting precincts were properly established; that election officers were appointed and that in all respects the election was held and conducted and the votes were cast, received and canvassed and the returns made and declared in time, form and manner as required by the provisions of the Elections Code of the State of California the for the holding of elections in charter cities; and

WHEREAS, the City Clerk canvassed the returns of the election and has certified the results to this City Council, the results are received, attached and made a part hereof as "Exhibit A".

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON,
CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:**

Section 1. That the whole number of votes (ballots) cast in the City was **2964** the whole number of provisional ballots cast in the City was **135**, making a total of **3099** votes (ballots) cast in the City.

Section 2. That the measure(s) voted upon at the special election are as follows: MEASURES C and I.

Section 3. That the number of votes given at each precinct and the number of votes given in the City for and against the measures are listed in Exhibit "A" attached.

Section 4. That as a result of the election, a majority of the voters voting on the measures relating to Measure C and Measure I did not vote in favor of it, and that the measures were not carried, and shall not be deemed adopted and ratified.

Section 5. The City Clerk shall enter on the records of the City Council of the City, a statement of the result of the election, showing (1) The whole number of votes (ballots) cast in the City; (2) The measures voted upon; (3) The number of votes given at each precinct for and against each measure; (4) The total number of votes for and against each measure.

Section 6. That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

ADOPTED this _____ day of _____, 2018.

MAYOR OF THE CITY OF COMPTON

ATTEST:

CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Alita Godwin, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2018.

That said Resolution was adopted by the following vote, to wit:

AYES:	COUNCIL MEMBERS-
NOES:	COUNCIL MEMBERS-
ABSENT:	COUNCIL MEMBERS-
ABSTAIN:	COUNCIL MEMBERS-

CITY CLERK OF THE CITY OF COMPTON

EXHIBT A

MEASURE C

PRECINCT	YES	NO
2	4	6
3	7	42
4	16	57
5	8	37
6	7	6
7	6	16
8	10	23
9	13	15
10	3	27
15	17	32
16	1	20
18	10	31
20	7	83
24	16	79
27	7	33
30	5	15
45	8	57
52	10	23
62	1	9
113	14	72
132	12	21
136	7	39
149	3	12
152	7	36
153	11	59
154	6	27
300	0	1

MEASURE I

PRECINCT	YES	NO
2	2	7
3	9	39
4	11	60
5	8	36
6	5	4
7	9	14
8	6	26
9	10	15
10	7	25
15	14	34
16	3	19
18	17	26
20	11	76
24	13	80
27	6	34
30	6	13
45	8	60
52	7	25
62	1	9
113	15	70
132	7	26
136	5	37
149	3	12
152	8	35
153	8	61
154	6	26
300	0	1

VOTE-BY-MAIL

MEASURE C

PRECINCT	YES	NO
2	5	23
3	24	72
4	15	35
5	9	26
6	6	13
7	12	27
8	25	46
9	4	22
10	0	13
15	11	33
16	4	20
18	21	46
20	18	69
24	32	110
27	12	37
30	11	33
45	18	44
52	18	39
62	11	25
113	19	48
132	9	15
136	16	34
149	8	6
152	12	63
153	24	61
154	26	39
300	3	10

VOTE-BY-MAIL

MESURE I

PRECINCT	YES	NO
2	4	22
3	25	77
4	17	37
5	8	29
6	7	11
7	10	31
8	25	45
9	4	19
10	0	16
15	12	59
16	8	18
18	19	43
20	16	59
24	38	95
27	16	37
30	11	30
45	14	42
52	18	37
62	9	26
113	16	43
132	8	15

136	15	32
149	5	6
152	13	63
153	25	67
154	33	44
300	3	10

VOTE-BY-MAIL - 2ND COUNT

MEASURE C

<u>PRECINCT</u>	<u>YES</u>	<u>NO</u>
2	3	10
3	7	9
4	6	6
5	0	12
6	1	2
7	3	3
8	4	8
9	3	2
10	2	7
15	6	10
16	0	2
18	5	7
20	3	21
24	11	23
27	0	5
28	5	19
30	0	8
33	0	14
42	7	8
45	2	12
52	0	3
62	1	2
113	6	15
132	4	6
136	2	6
149	2	4
152	2	10
153	4	14
154	6	8
300	0	0

VOTE-BY-MAIL - 2ND COUNT

MEASURE I

<u>PRECINCT</u>	<u>YES</u>	<u>NO</u>
2	5	8
3	8	8
4	7	5
5	0	13
6	0	2
7	5	2
8	3	8
9	3	4
10	6	11
15	7	30

16	0	2
18	4	7
20	3	21
24	12	22
27	0	5
28	5	19
30	0	8
33	0	14
42	7	8
45	2	12
52	0	3
62	1	2
113	4	16
132	3	6
136	3	6
149	2	3
152	0	9
153	3	14
154	7	8
300	0	0

PROVISIONALS

MEASURE C

Yes - 26
No - 107

MEASURE I

Yes - 29
No - 101

WARRANTS APPROVED BY COUNCIL

<u>Warrant #</u>	<u>Date</u>	<u>Name</u>	<u>Services Provided</u>	<u>Amount</u>	<u>Amount Paid Year to Date</u>
243553	2/8/18	League of Calif Cities	Annual membership fee	\$26,836.00	\$27,686.00
Requested by City Manager					
243561	2/8/18	Yale/Chase Equip & Servs	Maintenance, repair, and replace of fuel level gauge	\$3,231.69	\$102,187.54
Requested by Water					
243560	2/8/18	State Water Resources Control Board	Water system and annual permit fees	\$40,568.00	\$103,236.21
Requested by Water					
243563	2/8/18	Government Finance Officers Assoc	Webinar classes for City Controller	\$255.00	\$5,102.09
Requested by City Controller					

I hereby certify that the above demands in the amount of **\$75,737.78** were approved at a regular meeting of the City Council or reject _____ as of February 13, 2018.

Council Member

Council Member

City Manager

I hereby certify that the Finance Committee at a regular meeting of the City Council on February 13, 2018 allowed the above demands.

Alita Godwin
City Clerk

INVOICE



1400 K Street, 4th Floor
Sacramento, California 95814-3916
Phone: 916.658.8200; Fax: 916.658.8240
www.cacities.org

To: City Manager
City of Compton
P.O. Box 5118
Compton, CA 90220

Invoice: 179077

Terms: Jan. 31, 2018

<u>Date</u>	<u>Description</u>	<u>Amount</u>
January 2, 2018	Membership dues for calendar year 2018	\$26,836.00
	Optional litigation surcharge	\$0.00
	Total Amount	\$26,836.00
	City of Compton	
	Official Population 100,050	

2018 Strategic Priorities

- Address Public Safety Concerns of California Cities.
- Ensure Sustainability of Public Pension and Retirement Health Benefits.
- Protect Existing Transportation Funding for Local Priorities.
- Improve Housing Affordability and Support Additional Resources to Address the Homelessness Crisis.

Our mission is to expand and protect local control for cities through education and advocacy to enhance the quality of life for all Californians.

League Membership - Your Best Investment

www.cacities.org

**Please make checks payable to
LEAGUE OF CALIFORNIA CITIES
and mail to the Sacramento address above.**

Okay to Pay

#12.



Yale/Chase Equipment and Services, Inc.
P.O. Box 1231
Industry, CA 91749-1231
Phone No. (562) 463-8000 Fax No. (562) 463-8093

Service Invoice

Invoice Number PSV417870
Invoice Date 12/21/2017
Due Date 12/31/2017
Order Number SVO511635
Contract Number
Purchase Order 3CX-14
Make JCB
Model 3CX-14
Serial Number 2446556
Customer Unit Number
Meter Reading 117
Invoice Total: \$854.12

7159 1 AB 0.403 E0012X 10024 D3162804335 S2 P4941345 0001:0002



CITY OF COMPTON
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

REMIT TO:

Yale/Chase Equipment and Services, Inc.
P.O. Box 848905
Los Angeles, CA 90084-8905

Ship
To

CITY OF COMPTON WATER YARD
322 S ALAMEDA ST
Compton, CA 90220

Customer No	PO	Called in By	FOB	Acct. Mgr.	Ship Date	Terms
115802	3CX-14		Destination	Ron Ellison		Net 10 Days

Our Unit No. EQ67096

Repair Type: Operational Maintenance -100 hr Service Perform Equipment

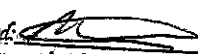
Description	Quantity	UOM	Unit Price	Extended Total
ELEMENT FILTER	2	Each	\$73.25	\$146.50
Hydraulic Element	1	Each	\$53.56	\$53.56
JCB DEF key	1	Each	\$11.84	\$11.84
CUS - Travel	50	Each	\$1.25	\$62.50
Total Labor				\$558.00
Segment Total. . . .				\$832.40

Amount Subject to
Sales Tax
\$211.90

Amount Exempt
from Sales Tax
\$620.50

Subtotal: \$832.40

Total Sales Tax: \$21.72
Total: \$854.12

Approved: 
for Payment by the Water Department

 Go Paperless. To receive your invoices electronically, please visit our website at yalechase.com

Balance is due and payable within 10 days of invoice date. If payment is not received within said 10-day period, customer may be assessed a late charge equal to 1 1/2 percent of the unpaid amount per month

0001:0002

TO VIEW AND PAY ONLINE GO TO:

yalechase.billtrust.com

USE THIS ENROLLMENT TOKEN:

QRX HMS PQB



Yale/Chase Equipment and Services, Inc.
P.O. Box 1231
Industry, CA 91749-1231
Phone No. (562) 463-8000 Fax No. (562) 463-8093

Service Invoice #12.

Invoice Number PSV417871
Invoice Date 12/21/2017
Due Date 12/31/2017
Order Number SVO527378
Contract Number
Purchase Order 3CX-14
Make JCB
Model 3CX-14
Serial Number 2446556
Customer Unit Number
Meter Reading 117
Invoice Total: \$2,377.57

7159 1 AB 0.403 E0012 10025 D3162804435 S2 P4941345 0002:0002



CITY OF COMPTON
205 S WILLOWBROOK AVE
COMPTON CA 90220-3134

REMIT TO:

Yale/Chase Equipment and Services, Inc.
P.O. Box 848905
Los Angeles, CA 90084-8905

Ship To

CITY OF COMPTON WATER YARD
322 S ALAMEDA ST
Compton, CA 90220

Customer No	PO	Called in By	FOB	Acct. Mgr.	Ship Date	Terms
115802	3CX-14		Destination	Ron Ellison		Net 10 Days

Our Unit No. EQ67096

Repair Type: General Repair Remove and Replace Fuel Level Guage

Description	Quantity	UOM	Unit Price	Extended Total
TEL S2 M 46 - 5 PL	25	Each	\$28.96	\$724.00
Hydraulic Element	1	Each	\$53.56	\$53.56
ELEMENT FILTER	1	Each	\$73.25	\$73.25
JCB DEF key	1	Each	\$11.84	\$11.84
CUS - Travel	50	Each	\$1.25	\$62.50
Total Labor				\$1,364.00

Segment Total. . . . \$2,289.15

Amount Subject to Sales Tax \$862.65	Amount Exempt from Sales Tax \$1,426.50	Subtotal:	\$2,289.15
---	--	-----------	------------

Total Sales Tax: \$88.42
Total: \$2,377.57

Approved: 
for Payment by the Water Department

 Go Paperless. To receive your invoices electronically, please visit our website at yalechase.com

Balance is due and payable within 10 days of invoice date. If payment is not received within said 10-day period, customer may be assessed a late charge equal to 1 1/2 percent of the unpaid amount per month

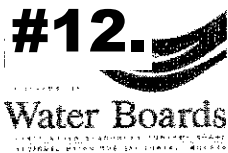
0002:0002

TO VIEW AND PAY ONLINE GO TO:

yalechase.billtrust.com

USE THIS ENROLLMENT TOKEN:

QRX HMS PQB



INVOICE

Annual Permit Fees Required by Sections 13260 & 13269 of the California Water Code

FACILITY ID (WDID): 4DW0580
FACILITY NAME: COMPTON CITY WS
205 WILLOWBROOK
COMPTON, CA 90220

INVOICE NO: WD-0127007
BILLING PERIOD: 07/01/17 - 06/30/18
INVOICE DATE: 12/5/2017
INDEX NO: 315272

COMPTON CITY
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALI 90220

Total Amount Due by
Thursday, January 4, 2018

\$ 2,062.00

Invoice details are shown on the back

STATE WATER RESOURCES CONTROL BOARD Annual Permit Fee

Facility ID: 4DW0580

Billing Period: 07/01/17 - 06/30/18

Invoice No: WD-0127007

Amount Due:

\$ 2,062.00

Due By: Thursday, January 4, 2018

PLEASE REMIT YOUR PAYMENT ON OR BEFORE THE DUE DATE SHOWN ABOVE. LATE PAYMENT COULD RESULT IN PENALTIES UNDER PROVISIONS OF THE WATER CODE SECTION 13261. THESE ACTIONS COULD INCLUDE DAILY PENALTIES IN ADDITION TO YOUR FEE OR OTHER ACTIONS DEEMED APPROPRIATE BY THE REGIONAL BOARD.

Make your check payable to State Water Resources Control Board

If you have any questions about this invoice, please call the Water Board at 213-620-2424.

FOR PAYMENT BY THE WATER DEPARTMENT

Retain this portion for your records

Please detach and return this portion with your payment

☐ CHECK HERE FOR ADDRESS CORRECTION ON THE BACK

INVOICE NO: WD-0127007

INDEX NO: 315272

(Please print the above number on check or money order)

COMPTON CITY
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALI 90220

SWRCB
PO BOX 1888
SACRAMENTO, CA 95812-1888

AMOUNT DUE: \$2,062.00
BILLING PERIOD: 07/01/17 - 06/30/18
DUE BY: 1/4/18
FACILITY ID (WDID): 4DW0580
FACILITY NAME: COMPTON CITY WS
205 WILLOWBROOK
COMPTON, CA 90220



KAU, GLEN
COMPTON-CITY, WATER DEPT.
205 S. WILLOWBROOK AVE
COMPTON, CA 90220

Date: 12/26/2017
System Type: Community Water System
System No.: 1910026
Invoice No.: LW-1014622

WATER SYSTEM FEES FOR PERIOD OF 07/01/2017 - 06/30/2018

Payment must be received within 90 days from the date of this invoice, or a 10% penalty will be assessed

LINE ITEMS	Connections	FEES
CONNECTIONS 0 - 1,000 (\$6 per connection, \$250 minimum)	1,000	\$6,000.00
CONNECTIONS 1,001 - 5,000 (\$3.50 per connection)	4,000	\$14,000.00
CONNECTIONS 5,001 - 15,000 (\$2.00 per connection)	9,253	\$18,506.00
CONNECTIONS 15,001+ (\$1.35 per connection)	---	\$0.00
TOTAL:	14,253	\$38,506.00

Approved
for Payment by the Water Department

FY 2017/18 (07/01/2017 - 06/30/2018)

SYSTEM TYPE: Community Water System

INVOICE NUMBER: LW-1014622

SYSTEM NUMBER: 1910026

(Please print the above numbers on check or money order)

AMOUNT DUE: \$38,506.00

DUE DATE: 03/26/2018

DISTRICT: 22

Total due with 10% penalty if postmarked after 03/26/2018 - \$42,356.60

PLEASE REMIT PAYMENT TO:

Invoicing Date: December 26, 2017

SWRCB Accounting Office
ATTN: Drinking Water Program Fees
P.O. Box 1888
Sacramento, CA 95812-1888

KAU, GLEN
COMPTON-CITY, WATER DEPT.
205 S. WILLOWBROOK AVE
COMPTON, CA 90220

For questions or address or contact changes, please call Shu-Fang Orr at 818-551-2045

Sign Out Keyword Search

TRAINING BOOKS ACCOUNT CART ARCHIVES E-BOOKS AUDIO/VIDEO E-LEARNING

Order Confirmation

Government Finance Officers Association
203 N. LaSalle Street, Suite 2700, Chicago, IL 60601-1216

Order Number 527728
Order Date 1/2/2018
Bill To Ms. Nita McKay, CPFO
Payment Method You will be billed for the balance due - Purchase Order Number 65R02035.
Ship To Ms. Nita McKay, CPFO
205 S. Willowbrook Avenue
Compton, CA 90220-3190
UNITED STATES

Item	Quantity	Price	Total
Cloud Technology and the Finance Officer When: 2/7/2018 - 2/7/2018 Where: Interactive Internet training Registration Option: Class Registration (All times posted in Eastern Time Zone). Program Items: Course Recording	1	85.00	85.00
			2/7/2018 2:00 PM
			2/7/2018
Lessons learned in Online Financial Transparency When: 1/17/2018 - 1/17/2018 Where: Interactive Internet training Registration Option: Class Registration (All times posted in Eastern Time Zone). Program Items: Course Recording	1	85.00	85.00
			1/17/2018 2:00 PM
			1/17/2018
Rating Agency Update and Market Overview for Debt When: 1/24/2018 - 1/24/2018 Where: Interactive Internet training Registration Option: Class Registration (All times posted in Eastern Time Zone). Program Items: Course Recording	1	85.00	85.00
			1/24/2018 2:00 PM
			1/24/2018

Item 255.00
Total
TRANSACTION 255.00
GRAND TOTAL

A confirmation is being sent to: NMCKAY@COMPTONCITY.ORG
Send another copy to: Send