AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/STANTON HOUSING AUTHORITY
JOINT REGULAR MEETING
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
TUESDAY, NOVEMBER 8, 2016 - 6:30 P.M.

As a courtesy to those in attendance, the City of Stanton respectfully requests that all cell phones, pagers and/or electronic devices be turned off or placed on silent mode while the meeting is in session. Thank you for your cooperation.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, CONTACT THE CITY CLERK AT (714) 379-9222. NOTIFICATION BY 9:00 A.M. ON MONDAY, NOVEMBER 7, 2016 WILL ENABLE THE CITY TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Supporting, descriptive documentation for agenda items, including staff reports, is available for review in the City Clerk's Office and on the City web site at www.ci.stanton.ca.us.

1. CLOSED SESSION (6:00 PM)

2. ROLL CALL
Council Member Ethans
Council Member Ramirez
Council Member Shawver
Mayor Pro Tem Warren
Mayor Donahue

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Closed Session may convene to consider matters of purchase / sale of real property (G.C. §54956.8), pending litigation (G.C. §54956.9(a)), potential litigation (G.C. §54956.9(b)) or personnel items (G.C. §54957.6). Records not available for public inspection.

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

4. CLOSED SESSION

4A. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9 (d) (2)

Number of Potential Cases: 1

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

6. ROLL CALL Agency/Authority Member Ethans
Agency/Authority Member Ramirez
Agency/Authority Member Shawver
Vice Chairperson Warren
Mayor/Chairman Donahue

7. PLEDGE OF ALLEGIANCE

8. SPECIAL PRESENTATIONS AND AWARDS

8A. Presentation of Certificate of Recognition honoring Mr. Dave Morse as Volunteer of the Month for the month of November 2016.

9. CONSENT CALENDAR

All items on the Consent Calendar may be acted on simultaneously, unless a Council/Board Member requests separate discussion and/or action.

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CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

RECOMMENDED ACTION:

City Council/Agency Board/Authority Board waive reading of Ordinances and Resolutions.

9B. APPROVAL OF WARRANTS

City Council approve demand warrants dated October 20, 2016 and October 27, 2016, in the amount of $1,219,034.36.

9C. APPROVAL OF MINUTES

City Council/Agency/Authority Board approve Minutes of Regular Joint Meeting – October 25, 2016.

9D. REQUEST FROM ALL TOWN AMBULANCE, LLC TO OPERATE AN AMBULANCE SERVICE—EMERGENCY MEDICAL TRANSPORTATION SERVICE LOCATED AT 10682 SYCAMORE AVENUE, STANTON

Section 5.04.420 of the Stanton Municipal Code requires certain businesses, including Ambulance Service businesses, to obtain approval by the City Council prior to initiation of operations. All Town Ambulance, LLC is requesting City Council approval to provide ambulance services within the City of Stanton.

RECOMMENDED ACTION:

City Council approve the application of All Town Ambulance, LLC to provide ambulance services within the City of Stanton and authorize the issuance of a business license permit.

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

9E. APPROVE AND ADOPT AN ANNUAL EXPENDITURE REPORT TO ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA) TO ACCOUNT FOR M2 FUNDS, DEVELOPER/TRAFFIC IMPACT FEES, AND FUNDS EXPENDED BY THE CITY TO SATISFY MAINTENANCE OF EFFORT REQUIREMENTS

The Measure M2 ordinance requires local agencies to adopt and submit an expenditure report to the Orange County Transportation Authority each year. The expenditure report has been prepared and is being presented to Council for adoption and submission to the OCTA.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and

2. Adopt Resolution No. 2016-45 approving the 2015-16 Measure M2 expenditure report and direct staff to submit the report to the OCTA, entitled:

   "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF STANTON".

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

9F. REFUNDING TAX ALLOCATION BONDS (SUCCESSOR AGENCY)

In September 2016, the Successor Agency Board approved the refinancing of certain outstanding tax allocation bonds. In connection with the issuance of the bonds, the City Manager was authorized to execute contracts for financial advisor and disclosure counsel. The City Attorney recommends that the contracts be amended due to a change in interpretation of law concerning contingent fees.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a director reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and

2. Authorize the Executive Director to execute amended contracts for financial advisor with Harrell & Company Advisors and disclosure counsel with Quint and Thimmig.

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS

10A. PUBLIC HEARING TO CONSIDER PRECISE PLAN OF DEVELOPMENT PPD-776, TENTATIVE TRACT MAP TM16-01 AND CONDITIONAL USE PERMIT C16-10 TO SUBDIVIDE A 1.5 ACRE SITE AND CONSTRUCT 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY

A public hearing to consider subdivision of a 1.5 acre site comprised of three legal lots for condominium purposes and to construct 25 residential units, including eight live/work units; nine, community and private open space; and privates streets. All units would have a direct access to two-car garages and there would be 34 additional open parking spaces. Under consideration are Precise Plan of Development PPD-776, Tentative Tract Map TM16-01 and Conditional Use Permit C16-10.

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

RECOMMENDED ACTION:

1. City Council conduct a public hearing; and

2. Declare that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects); and

3. Adopt Resolution No. 2016-43 approving Tentative Tract Map TM16-01, entitled:

   "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA APPROVING TENTATIVE TRACT MAP 17987 (TM 16-01) TO SUBDIVIDE THREE LEGAL PARCELS (1.5 ACRES) FOR CONDOMINIUM PUROPOSES FOR THE DEVELOPMENT OF 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY"; and

4. Adopt Resolution No. 2016-42 approving Precise Plan of Development PPD-776, entitled:

   "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA APPROVING PRECISE PLAN OF DEVELOPMENT PPD-776, A REQUEST TO SUBDIVIDE A 1.5 ACRE SITE AND CONSTRUCT 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY"; and

5. Adopt Resolution No. 2016-44 approving Conditional Use Permit C16-10, entitled:

   "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON APPROVING CONDITIONAL USE PERMIT C16-10 TO ALLOW DEVELOPMENT OF EIGHT SINGLE-FAMILY DETACHED HOMES IN CONJUNCTION WITH A MIXED USE DEVELOPMENT THAT WOULD INCLUDE EIGHT LIVE WORK ATTACHED UNITS AND NINE ATTACHED RESIDENTIAL UNITS. ALSO REQUESTED IS APPROVAL OF A LOT CONSOLIDATION INCENTIVE TO ADJUST PARKING BASED ON SHARED ON-SITE PARKING. THE PROJECT SITE IS LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY".

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

11. UNFINISHED BUSINESS None.

12. NEW BUSINESS None.

13. ORAL COMMUNICATIONS - PUBLIC

At this time members of the public may address the City Council/Successor Agency/Stanton Housing Authority regarding any items within the subject matter jurisdiction of the City Council/Successor Agency/Stanton Housing Authority, provided that NO action may be taken on non-agenda items.

- Members of the public wishing to address the Council/Agency/Authority during Oral Communications-Public or on a particular item are requested to fill out a REQUEST TO SPEAK form and submit it to the City Clerk. Request to speak forms must be turned in prior to Oral Communications-Public.

- When the Mayor/Chairman calls you to the microphone, please state your Name, slowly and clearly, for the record. A speaker's comments shall be limited to a three (3) minute aggregate time period on Oral Communications and Agenda Items. Speakers are then to return to their seats and no further comments will be permitted.

- Remarks from those seated or standing in the back of chambers will not be permitted. All those wishing to speak including Council/Agency/Authority and Staff need to be recognized by the Mayor/Chairman before speaking.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/ COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

At this time Council/Agency/Authority Members may report on items not specifically described on the agenda which are of interest to the community provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE MEETING

At this time Council/Agency/Authority Members may place an item on a future agenda.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

At this time Council/Agency/Authority Members may place an item on a future study session agenda.

Currently Scheduled: None.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

17A. ORANGE COUNTY SHERIFF'S DEPARTMENT

At this time the Orange County Sheriff's Department will provide the City Council with an update on their current operations.

18. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 2nd day of November, 2016.

s/ Patricia A. Vazquez, City Clerk/Secretary

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

CITY OF STANTON
ACCOUNTS PAYABLE REGISTER

October 20, 2016	$1,085,314.38
October 27, 2016	$133,719.98
	$1,219,034.36

Council Agenda Item # 9B

Demands listed on the attached registers conform to the City of Stanton Annual Budget as approved by the City Council.

City Manager

Demands listed on the attached registers are accurate and funds are available for payment thereof.

Administrative Services Director

DRAFT

MINUTES OF THE CITY COUNCIL / SUCCESSOR AGENCY / HOUSING AUTHORITY
OF THE CITY OF STANTON
JOINT REGULAR MEETING OCTOBER 25, 2016

1. CALL TO ORDER / CLOSED SESSION

The City Council meeting was called to order at 5:45 p.m. by Mayor Donahue.

2. ROLL CALL

Present: Council Member Ethans, Council Member Ramirez, Council Member Shawver, Mayor Pro Tem Warren, and Mayor Donahue.

Absent: None.

Excused: None.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS None.

4. CLOSED SESSION

The members of the Stanton City Council of the City of Stanton proceeded to closed session at 5:45 p.m. for discussion regarding:

4A. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9 (d) (2)

Number of Potential Cases: 3

4B. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Existing litigation pursuant to Government Code section 54956.9(d)(1)
Number of cases: 1

City of Stanton vs. Green Tree Remedy et al, Orange County Superior Court Case Number: 30-2015-00813225-CU-JR-CJC

5. CALL TO ORDER / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

The meetings were called to order at 6:30 p.m. by Mayor/Chairman Donahue.

The City Attorney reported that the Stanton City Council met in closed session from 5:45 to 6:30 p.m.

The City Attorney reported that there was no reportable action.

THESE MINUTES ARE ISSUED FOR INFORMATION ONLY AND ARE SUBJECT TO AMENDMENT AND APPROVAL AT NEXT MEETING
Housing Authority Agenda Item # SHA Successor Agency Agenda Item # SA Council Agenda Item #

6. ROLL CALL

Present: Council/Agency/Authority Member Ethans, Council/Agency/Authority Member Ramirez, Council/Agency/Authority Member Shawver, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Donahue.

Absent: None.

Excused: None.

7. PLEDGE OF ALLEGIANCE

Led by Council Member David J. Shawver in honor of military individuals who have served and who are currently serving our Country.

8. SPECIAL PRESENTATIONS AND AWARDS

8A. The City Council presented a Certificate of Recognition to Mrs. Marie Mangano, honoring her late husband, Mr. Salvatore Mangano, WWII Veteran and long time Stanton resident.

At staffs' request, Mayor Donahue pulled Special Presentation and Awards item 8B from the agenda for presentation at a future meeting.

~~**8B.** Presentation of Certificate of Recognition honoring Orange County Fire Authority Station No. 46, the American Red Cross, West County CERT, and community volunteers for their time and efforts with the Smoke Alarm Outreach event, held at the Fernwood Mobile Home Park.~~

8C. Presentation by Mr. Stephen M. Parker, Administrative Services Director, providing the City Council with information regarding Business License Specialist, Mr. Connor Duckworth's attendance at the California Municipal Revenue and Tax Association (CMRTA) conference.

- Presentation provided by Mr. Connor Duckworth, Business License Specialist regarding the City being awarded the Lighthouse Award for Excellence in Achievements by the CMRTA cities.

9. CONSENT CALENDAR

Motion/Second: Ethans/Ramirez
Motion unanimously carried by the following vote:

AYES: 5 (Donahue, Ethans, Ramirez, Shawver, and Warren)
NOES: None
ABSTAIN: None
ABSENT: None

The City Council/Agency Board/Authority Board approved the following Consent Calendar items:

CONSENT CALENDAR

9A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

The City Council/Agency Board/Authority Board waived reading of Ordinances and Resolutions.

9B. APPROVAL OF WARRANTS

The City Council approved demand warrants dated October 6, 2016 and October 13, 2016, in the amount of $304,329.04.

9C. APPROVAL OF MINUTES

The City Council/Agency/Authority Board approved Minutes of Regular Joint Meeting – October 11, 2016.

9D. SEPTEMBER 2016 INVESTMENT REPORT

The Investment Report as of September 30, 2016 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and

2. Received and filed the Investment Report for the month of September 2016.

9E. SEPTEMBER 2016 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of September 30, 2016 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The Successor Agency finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and

2. Received and filed the Investment Report for the month of September 2016.

END OF CONSENT CALENDAR

10. PUBLIC HEARINGS None.

11. UNFINISHED BUSINESS

11A. APPROVAL OF ORDINANCE NO. 1059

This Ordinance was introduced at the regular City Council meeting of October 11, 2016.

Staff report by Ms. Patricia A. Vazquez, City Clerk.

Motion/Second: Warren/Ramirez

ROLL CALL VOTE:	Council Member Ethans	AYE
	Council Member Ramirez	AYE
	Council Member Shawver	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Donahue	AYE

Motion unanimously carried:

1. The City Clerk read the title of Ordinance No. 1059, entitled:

   "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, ADOPTING AN AMENDMENT TO THE STANTON PLAZA SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF"; and

2. The City Council finds that the requirements of the California Environmental Quality Act have been satisfied in that the City Council approved and adopted an Initial Study, and an EIR Addendum, in Resolution No. 2016-40 on October 11, 2016; and

3. Adopted Ordinance No. 1059.

11B. APPROVAL OF ORDINANCE NO. 1060

This Ordinance was introduced at the regular City Council meeting of October 11, 2016.

Staff report by Ms. Patricia A. Vazquez, City Clerk.

Motion/Second:	Ramirez/Warren	
ROLL CALL VOTE:	Council Member Ethans	AYE
	Council Member Ramirez	AYE
	Council Member Shawver	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Donahue	AYE

Motion unanimously carried:

1. The City Clerk read the title of Ordinance No. 1060, entitled:

   "AN ORDINANCE AMENDING TITLE 20 OF THE MUNICIPAL CODE TO REGULATE THE PERSONAL, MEDICAL, AND COMMERCIAL USE OF MARIJUANA AND TO REPEAL CHAPTER 9.38, WHICH PROHIBITS MEDICAL MARIJUANA DISPENSARIES"; and

2. The City Council declared that the project is not subject to CEQA in accordance with Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where is can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

3. Adopted Ordinance No. 1060.

12. NEW BUSINESS

At the request of Ms. Kelly Hart, Community Development Director, New Business item 12A was pulled from the agenda for discussion at a future City Council meeting.

~~**12A. CONSIDERATION OF AN ORDINANCE TO ADOPT THE 2016 CALIFORNIA BUILDING AND RELATED MODEL CODES**~~

~~California law mandates that the City of Stanton adopt the State approved ordinances and regulations that provide the uniform standards for the various aspects of new building and construction. The 2016 California codes have been prepared and will become effective January 1, 2017. This ordinance will adopt such California building and related model codes together with the amendments suggested by the Stanton Building Official and Fire Chief.~~

~~**RECOMMENDED ACTION:**~~

~~1. City Council declare that the project is not subject to CEQA in accordance with Section 15061 (b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where is can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and~~

~~2. Introduce Ordinance No. 1061, entitled:~~

~~**"A ORDINANCE OF CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, REPEALING ORDINANCE NO. 1022 AND AMENDING DIVISION I OF TITLE 16 OF THE STANTON MUNICIPAL CODE PERTAINING TO THE 2016 EDITIONS OF THE CALIFORNIA CODES, WITH AMENDMENTS THERETO, AND MAKING FINDINGS IN SUPPORT THEREOF"; and**~~

~~3. Set said ordinance for adoption at the regular City Council meeting of November 8, 2016.~~

~~**ROLL CALL VOTE:** Council Member Ethans~~
~~Council Member Ramirez~~
~~Council Member Shawver~~
~~Mayor Pro Tem Warren~~
~~Mayor Donahue~~

13. ORAL COMMUNICATIONS – PUBLIC None.

14. WRITTEN COMMUNICATIONS None.

15. MAYOR/CHAIRMAN/COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

15A. COMMITTEE REPORTS/COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

- Julie S. Roman, Community Services Director reported on the upcoming Halloween Fun with Family and Friends event, which will be held at Stanton Central Park on October 29, 2016.

- Mayor Pro Tem Warren reported on the upcoming Crossroads Pet Resort's 7th Annual Halloween Party, which is scheduled to be held on October 29, 2016.

- Mayor Donahue reported on the upcoming 3rd Annual "Turkey" Charity Shootout, which is scheduled to be held on November 10, 2016.

- Mayor Donahue reported on the upcoming Veterans Day Celebration, which is scheduled to be held on November 11, 2016 at Veterans Memorial Park.

15B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE COUNCIL MEETING

None.

15C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

None.

16. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

None.

17. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

None.

17A. ORANGE COUNTY FIRE AUTHORITY

At this time the Orange County Fire Authority will provide the City Council with an update on their current operations.

- Division Chief Dave Steffen provided the City Council with an update on their current operations.

- Council Member Shawver requested that Division Chief Steffen extend to Stanton Station No. 46 his gratitude for their efforts and rapid response to a local mobile home fire.

THESE MINUTES ARE ISSUED FOR INFORMATION ONLY AND ARE SUBJECT TO AMENDMENT AND APPROVAL AT NEXT MEETING

18. ADJOURNMENT Motion/Second: Donahue/
Motion carried at 6:46 p.m.

_____
MAYOR/CHAIRMAN

ATTEST:

_____
CITY CLERK/SECRETARY

THESE MINUTES ARE ISSUED FOR INFORMATION ONLY AND ARE SUBJECT TO AMENDMENT AND APPROVAL AT NEXT MEETING

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: November 8, 2016

SUBJECT: **REQUEST FROM ALL TOWN AMBULANCE, LLC TO OPERATE AN AMBULANCE SERVICE—EMERGENCY MEDICAL TRANSPORTATION SERVICE LOCATED AT 10682 SYCAMORE AVENUE.**

REPORT IN BRIEF:

Section 5.04.420 of the Stanton Municipal Code requires certain businesses, including Ambulance Service businesses, to obtain approval by the City Council prior to initiation of operations. All Town Ambulance, LLC is requesting City Council approval to provide ambulance services within the City of Stanton.

RECOMMENDED ACTION:

City Council approve the application of All Town Ambulance, LLC to provide ambulance services within the City of Stanton and authorize the issuance of a business license permit.

BACKGROUND:

Section 5.04.420 of the Stanton Municipal Code requires certain businesses to obtain approval from the City Council to operate within the City. The proposed ambulance service business falls under this requirement.

ANALYSIS/JUSTIFICATION:

The organization has submitted proper documentation as required in Section 5.04.580 and 5.44 of the Stanton Municipal Code, including a business license application, approval from the Emergency Medical Services Agency of the County of Orange and proof of insurance. The Planning Department has granted them a Zoning Clearance to operate as a transportation dispatch service within the I-G (Industrial General) Zone, located at 10682 Sycamore Avenue.

Council
Agenda Item # 9D

RECOMMENDED ACTION:

City Council approve the application of All Town Ambulance, LLC to provide ambulance services within the City of Stanton and authorize the issuance of a business license permit.

FISCAL IMPACT:

None.

ENVIRONMENTAL IMPACT:

Not applicable.

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the normal agenda process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

1 — Provide a Strong Local Economy.

Prepared By:	Reviewed by:	Approved by:
Florence Ruiz Administrative Services Coordinator	Stephen Parker Administrative Services Director	James A. Box City Manager

Attachment: Business License Application

All Town Ambulance, LLC

13812 Saticoy Street Ste. A
Panorama City, CA 91402
Tel: 877-599-4282
Fax: 818-787-4999

City of Stanton

7800 Katella Ave

Stanton, CA 90682-3162

To whom it may concern

I am writing this letter as an explanation and clarification to the application submitted by All Town Ambulance, LLC for business license permit in the City of Stanton. Most importantly this letter should clarify the purpose and intent of the requested business license.

All Town Ambulance, LLC is licensed by the California Highway Patrol (CHP) and the County of Orange Emergency Medical Services (OCEMS) as an emergency ambulance provider. While All Town Ambulance, LLC holds a license to provide emergency response, we currently do not hold any contracts for the provision of 911 response in the community nor are we seeking such contracts.

The emergency medical services that we provide are separate from the organized and contracted for 911 emergency response system. All Town Ambulance, LLC is the current contractor for 911 emergency ambulance response and our application for operation will not interfere with the 911 system performance. Our objective is to be able to fulfill the calls for service by the Health Care Agency and from our clients that utilize our services on a private basis.

I am happy to provide further details or explanation in support of our application for a business license in the City of Stanton, Please contact me with any questions you may have.

Sincerely,

Aram Grigoryan/ Owner

Stanton

CITY OF STANTON
APPLICATION FOR A BUSINESS CERTIFICATE

7800 Katella Ave., Stanton, CA 90680
(714) 890-4230 • Fax (714) 890-1443 • Website www.ci.stanton.ca.us

Business Name: ALL TOWN AMBULANC LLC,

Business Owner: ARAM GRIGORYAN

Business Address (#, Street, City, State, Zip Code): 10682 SYCAMORE AVE, STANTON, CA 90680

Mailing Address (If different from Business Address):

Business Phone: 877-599-4282 Home Phone:

Fax: Email:

Home Address (#, Street, City, State, Zip Code):

Type of Business (Provide a fully detailed description, attach additional sheets if necessary)

AMBULANCE SERVICES / VEHICLE

Ownership Type ☐ Corporation ☐ Partnership ☐ Sole Proprietor ☒ Other LLC,

If Corporation, List Officers and Titles

Federal/State Employer ID No. State Sales Tax No. N/A

State License No. Class

Owner's Drivers License No. Social Security No.

Opening Date at This Location Social Security No. (Partnership)

CITY OF STANTON PAID

☒ New Business ☐ New Owner (List Previous Owner)

☐ Business Name Change (List Previous Name)

☐ Address Change (List Previous Address)

☐ Legal Status Change ☐ Other AUTHORIZATION # CR 03141B

I declare under the penalties of perjury that this application and any attachments thereto, have been examined by me and to the best of my knowledge and belief represent a true, correct and complete statement of facts.

Applicant's Signature [signature] Date 05.31.2016

FOR OFFICE USE ONLY

Bus. No.	30166	Chair(s)		Employee(s)			B/L Fee	105.00
Lic. Type		Bus. Type		SB-1186	$1	IFC Fee	$40 ✓	App. Review	$95 ✓
Additional Approval by				Home Occ.		Other		
Remarks	Vehicle (5.00)					Total:	241	

Copy of
☐ Fict. Business Statement (DBA)
☐ Sellers Permit
☑ Articles of corp
☑ Statement of Info
☐ Medical License
☐ Authorization Letter (Notarized)
☐ Other

INVESTIGATION FOR COMPLIANCE

CUP? Zoning IC Comments Approved as a transportation dispatch service.

Planning Approval [signature] Date 5/31/16 ☐ FOG Approval *(If applicable)* Date

☐ Hold for Tenant Improvements ☐ Building Approval *(If applicable)* Date

City of Stanton

BUSINESS LICENSING

COMMERCIAL BUSINESS SUPPLEMENTAL FORM

PLEASE TYPE OR PRINT CLEARLY
MUST BE COMPLETED AND RETURNED WITH APPLICATION

BUSINESS OWNER NAME: ARAM GREGORIAN CONTACT #: 818-335-0342

BUSINESS HOURS: 24/7 AM TO _____ PM DAYS: (M) (T) (W) (TH) (F) (SA) (SU)

OF EMPLOYEES: 2

PLEASE COMPLETE THE FOLLOWING:

NAME OF GARDNER: _____ PHONE #: _____

ADDRESS: _____

NAME OF JANITORIAL SERVICES: _____ PHONE #: _____

ADDRESS: _____

NAME OF UNIFORM COMPANY: _____ PHONE #: _____

ADDRESS: _____

NAME OF PAPER GOODS SUPPLIER: _____

ADDRESS: _____ PHONE #: _____

STREET SWEEPER (PARKING LOT SERVICES)

NAME: _____

ADDRESS: _____ PHONE #: _____

MAINTENANCE SERVICES: _____ PHONE #: _____

ADDRESS: _____

ALARM/SECURITY SERVICES NAME: _____

ADDRESS: _____ PHONE#: _____

NAME OF VENDING MACHINE COMPANY: _____

ADDRESS: _____

NAME OF VENDOR/1099 CONTRACTOR: _____

ADDRESS: _____

NAME OF VENDOR/1099 CONTRACTOR: _____

ADDRESS: _____

NAME OF VENDOR/1099 CONTRACTOR: _____

ADDRESS: _____

PLEASE LIST ANY OTHER TYPE OF SERVICES NOT LISTED THAT YOU CONTRACT WITH OR ANY OTHER BUSINESSES THAT MAKE DELIVERIES TO YOUR LOCATION ON THE BACK OF THIS DOCUMENT (EXCEPT FREIGHT CARRIER CO.).

STATE OF CALIFORNIA
LABOR AND WORKFORCE DEVELOPMENT AGENCY
WORKERS' COMPENSATION DECLARATION

The State of California passed AB 3251 in September 1992, with an effective date of January 1, 1993. The bill requires every employer who applies for or RENEWS a business license must provide proof of valid workers' compensation insurance or proof of compliance with self-insurance provisions.

Please complete the form below and return it with your license forms and payment. Your cooperation is appreciated. If you have any questions, please contact the Labor and Workforce Development Agency at (916) 653-9900.

AB 3251 SEC. 2 SECTION 371.1 of the Labor Code is amended to read:
371.1 (a) Every employer who applies for any license or for renewal of any license for a business issued to pursuant to Section 37101 of the Government Code or Section 7284 of the Revenue and Taxation Code shall complete and sign a declaration that states the following:

WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

☐ I have and will maintain a certificate of consent to self-insure for workers' compensation, as provided by Section 3700, for the duration of any business activities conducted for which the license is issued.

☒ I have and will maintain workers' compensation insurance, as required by Section 3700 for the duration of any business activities conducted for which this license is issued.

My workers' compensation insurance carrier and policy number are:

Carrier STATE COMPENSATION INSURANCE FUND

Policy Number 1934688 15 Expiration Date 09.03.2016

☒ I certify that in the performance of any business activities for which this license is issued I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' provisions of Section 3700 of the Labor Code, I shall forthwith comply with the provisions of Section 3700.

X Applicant Signature [signature] Date 5.31.2016

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIC FINES UP TO $100,000 IN ADDITION TO THE COST OF COMPENSATION, DAMAGES, INTEREST AND ATTORNEY'S FEES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE.

Business Name ALL TOWN AMBULANCE, LLC

Business Owner ARAM GRIGORYAN Phone 818-335-0342

Business Address 10682 SYCAMORE AVE, STANTON CA 90680

STATE OF CALIFORNIA
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

EMERGENCY AMBULANCE NON-TRANSFERABLE LICENSE

CHP 360A (REV. 01-00) OPI 062

CONTROL NUMBER	LICENSE NUMBER	ISSUE DATE	EFFECTIVE DATE	EXPIRATION DATE
2029	2029	4/20/2016	6/23/2016	6/22/2017

CHP CARRIER NUMBER	LOCATION		
CA	580	☐ Duplicate	☐ Replacement
		☐ Initial	☑ Renewal

SERVICE NAME AND PHYSICAL ADDRESS *(only if different from below)*

ALL TOWN AMBULANCE, LLC

13812 SATICOY STREET, SUITE A
PANORAMA CITY, CA 91402-

SERVICE NAME AND MAILING ADDRESS

ALL TOWN AMBULANCE, LLC

13812 SATICOY STREET, SUITE A
PANORAMA CITY, CA 91402-

Attention: ARAM GRIGORYAN, PRESIDENT

PROPERTY OF THE CALIFORNIA HIGHWAY PATROL (CHP)

This license is NON-TRANSFERABLE and must be surrendered to the CHP upon demand or as required by law. A majority change in ownership or control of the licensed activity shall require a new license. This license may be renewed within the 30-day period prior to the expiration date indicated above.

Ambulance operations must cease immediately upon expiration of this license. THERE IS NO GRACE PERIOD FOR A LICENSED ACTIVITY. The Department will accept an application for renewal during the 30-day period following the license expiration date provided all required documentation is complete and accompanied by the initial license fee of $200.00. For license information contact CHP, Research and Planning Section at (916) 843-3440.

201104910200

LLC-1 File #

State of California
Secretary of State

LIMITED LIABILITY COMPANY
ARTICLES OF ORGANIZATION

ENDORSED - FILED
in the office of the Secretary of State
of the State of California
FEB 07 2011

A $70.00 filing fee must accompany this form.

IMPORTANT — Read instructions before completing this form.

This Space For Filing Use Only

ENTITY NAME (Include the words "Limited Liability Company," or the abbreviations "LLC" or "L.L.C." The words "Limited" and "Company" may be abbreviated to "Ltd." and "Co." respectively.)

1. NAME OF LIMITED LIABILITY COMPANY

All Town Ambulance, LLC.

PURPOSE (The following statement is required by statute and should not be altered.)

2. THE PURPOSE OF THE LIMITED LIABILITY COMPANY IS TO ENGAGE IN ANY LAWFUL ACT OR ACTIVITY FOR WHICH A LIMITED LIABILITY COMPANY MAY BE ORGANIZED UNDER THE BEVERLY-KILLEA LIMITED LIABILITY COMPANY ACT.

INITIAL AGENT FOR SERVICE OF PROCESS (If the agent is an individual, the agent must reside in California and Item 3 and Item 4 must be completed. If the agent is a corporation, the agent must have on file with the California Secretary of State a certificate pursuant to Corporations Code section 1505 and Item 3 must be completed (leave Item 4 blank).)

3. NAME OF INITIAL AGENT FOR SERVICE OF PROCESS

Legalzoom.com, Inc.

4. IF AN INDIVIDUAL, ADDRESS OF INITIAL AGENT FOR SERVICE OF PROCESS IN CALIFORNIA | CITY | STATE | ZIP CODE

		CA	

MANAGEMENT (Check only one.)

5. THE LIMITED LIABILITY COMPANY WILL BE MANAGED BY:

- ☐ ONE MANAGER
- ☐ MORE THAN ONE MANAGER
- ☑ ALL LIMITED LIABILITY COMPANY MEMBER(S)

ADDITIONAL INFORMATION

6. ADDITIONAL INFORMATION SET FORTH ON THE ATTACHED PAGES, IF ANY, IS INCORPORATED HEREIN BY THIS REFERENCE AND MADE A PART OF THIS CERTIFICATE.

EXECUTION

7. I DECLARE I AM THE PERSON WHO EXECUTED THIS INSTRUMENT, WHOSE EXECUTION IS MY ACT AND DEED.

2/04/2011
DATE

SIGNATURE OF ORGANIZER

Karla Figueroa
TYPE OR PRINT NAME OF ORGANIZER

LLC-1 (REV 01/2005)

APPROVED BY SECRETARY OF STATE

State of California
Secretary of State

L

STATEMENT OF INFORMATION
(Limited Liability Company)

Filing Fee $20.00. If this is an amendment, see instructions.

IMPORTANT — READ INSTRUCTIONS BEFORE COMPLETING THIS FORM

1. LIMITED LIABILITY COMPANY NAME
ALL TOWN AMBULANCE, LLC.

FILED
Secretary of State
State of California
AUG 27 2014

NF 32/200/20 R. 8/27

This Space For Filing Use Only

File Number and State or Place of Organization

2. SECRETARY OF STATE FILE NUMBER 201104910200

3. STATE OR PLACE OF ORGANIZATION (If formed outside of California)

No Change Statement

4. If there have been any changes to the information contained in the last Statement of Information filed with the California Secretary of State, or no Statement of Information has been previously filed, this form must be completed in its entirety.

☐ If there has been no change in any of the information contained in the last Statement of Information filed with the California Secretary of State, check the box and proceed to Item 15.

Complete Addresses for the Following (Do not abbreviate the name of the city. Items 5 and 7 cannot be P.O. Boxes.)

	CITY	STATE	ZIP CODE
5. STREET ADDRESS OF PRINCIPAL OFFICE 13812 SATICOY ST. STE. A	PANORAMA CITY	CA	91402
6. MAILING ADDRESS OF LLC, IF DIFFERENT THAN ITEM 5 13812 SATICOY ST. STE. A	PANORAMA CITY	CA	91402
7. STREET ADDRESS OF CALIFORNIA OFFICE 13812 SATICOY ST. STE. A	PANORAMA CITY	CA	91402

Name and Complete Address of the Chief Executive Officer, If Any

NAME	ADDRESS	CITY	STATE	ZIP CODE
8.				

Name and Complete Address of Any Manager or Managers, or If None Have Been Appointed or Elected, Provide the Name and Address of Each Member (Attach additional pages, if necessary.)

NAME	ADDRESS	CITY	STATE	ZIP CODE
9. ARAM GRIGORYAN	13812 SATICOY ST. STE A	PANORAMA CITY	CA	91402
10.				
11.				

Agent for Service of Process If the agent is an individual, the agent must reside in California and Item 13 must be completed with a California address, a P.O. Box is not acceptable. If the agent is a corporation, the agent must have on file with the California Secretary of State a certificate pursuant to California Corporations Code section 1505 and Item 13 must be left blank.

12. NAME OF AGENT FOR SERVICE OF PROCESS
HARRY AVANESSIAN

13. STREET ADDRESS OF AGENT FOR SERVICE OF PROCESS IN CALIFORNIA, IF AN INDIVIDUAL — 1800 W BURBANK BLVD. — CITY: BURBANK — STATE: CA — ZIP CODE: 91506

Type of Business

14. DESCRIBE THE TYPE OF BUSINESS OF THE LIMITED LIABILITY COMPANY
AMBULANCE TRANSPORTATION

15. THE INFORMATION CONTAINED HEREIN, INCLUDING ANY ATTACHMENTS, IS TRUE AND CORRECT.

08/27/2014 — ARAM GRIGORYAN — MEMBER — [signature]

DATE — TYPE OR PRINT NAME OF PERSON COMPLETING THE FORM — TITLE — SIGNATURE

LLC-12 (REV 01/2014)

APPROVED BY SECRETARY OF STATE

I, [illegible], certify the foregoing transcript of [illegible] page(s) is a full, true and correct copy of the original record in the custody of the California Secretary of State's office.

AUG 2 7 2015

Date: _____

Debra Bowen

DEBRA BOWEN, Secretary of State

MAY-31-2016 11:22 98% P.002

County of Orange
Ambulance License

AllTown Ambulance

Address: 13812 Saticoy Street Suite A
Panorama City CA 91402

Issued: January 1, 2016
Expires: December 31, 2016

Fee: $1,763.00

May operate an ambulance service in the unincorporated areas of the County of Orange and the cities of Westminster.

Samuel J. Stratton, MD, MPH, Medical Director
Emergency Medical Services Agency

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: November 8, 2016

SUBJECT: **APPROVE AND ADOPT AN ANNUAL EXPENDITURE REPORT TO ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA) TO ACCOUNT FOR M2 FUNDS, DEVELOPER/TRAFFIC IMPACT FEES, AND FUNDS EXPENDED BY THE CITY TO SATISFY MAINTENANCE OF EFFORT REQUIREMENTS**

REPORT IN BRIEF:

The Measure M2 ordinance requires local agencies to adopt and submit an expenditure report to the Orange County Transportation Authority each year. The expenditure report has been prepared and is being presented to Council for adoption and submission to the OCTA.

RECOMMENDED ACTION:

1) That City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

2) That City Council adopt Resolution No. 2016-45 approving the 2015-16 Measure M2 expenditure report and direct staff to submit the report to the OCTA.

BACKGROUND:

The Measure M (M1) ordinance contains specific language indicating the requirement from local agencies to be eligible to receive funding. Eligibility documentation is submitted by local agencies to the OCTA by June 30 each year. With the passage of Measure M2 (M2), local agencies must continue to demonstrate eligibility.

Council
Agenda Item # 9E

ANALYSIS/JUSTIFICATION:

The eligibility requirements included in the M2 ordinance have been enhanced over the previous requirements for M1. Specifically local jurisdictions must adopt and provide an annual expenditure report to the OCTA to account for M2 funds expended by the jurisdiction to satisfy maintenance of effort requirements. The report is required to be adopted and submitted within six months of each jurisdiction's fiscal year end.

The report includes all M2 net revenue, fund balances and interest earned, and identifies expenditures by activity type and funding source.

FISCAL IMPACT:

No fiscal impact as report is regarding past expenditures.

ENVIRONMENTAL IMPACT:

Not applicable.

LEGAL REVIEW:

None.

PUBLIC NOTIFICATION:

Through the normal agenda process.

STRATEGIC PLAN OBJECTIVES ADDRESSED:

4. Ensure Fiscal Stability and Efficiency in Government

Prepared by:

Stephen M. Parker, CPA
Administrative Services Director

Approved:

James A. Box
City Manager

Attachments:

A. Resolution No. 2016-45

B. M2 Expenditure Report Fiscal Year Ending June 30, 2016

RESOLUTION NO. 2016-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON CONCERNING THE MEASURE M2 EXPENDITURE REPORT FOR THE CITY OF STANTON

WHEREAS, Local Transportation Authority Ordinance No. 3 requires local jurisdictions to adopt an annual Expenditure Report to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction that satisfy the Maintenance of Effort requirements; and

WHEREAS, the Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the Expenditure Report must be adopted and submitted to the Orange County Transportation Authority each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of Measure M2.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STANTON DOES HEREBY INFORM AND NOTIFY OCTA THAT:

SECTION 1: The above recitals are true and correct.

SECTION 2: The City of Stanton finds that this item is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly).

SECTION 3: The M2 Expenditure Report is in conformance with the M2 Expenditure Report Template provided in the Renewed Measure M Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year and balances at the end of fiscal year.

SECTION 4: The M2 Expenditure Report is hereby adopted by the City of Stanton.

SECTION 5: The City of Stanton Director of Administrative Services is hereby authorized to sign and submit the Measure M2 Expenditure Report to OCTA for the fiscal year ending 2015-16.

SECTION 6: The City Clerk shall certify as to the adoption of this Resolution.

ADOPTED, SIGNED AND APPROVED this 8th day of October, 2016.

_____
BRIAN DONAHUE, MAYOR

APPROVED AS TO FORM:

_____
MATTHEW E. RICHARDSON, CITY ATTORNEY

ATTEST:

I, Patricia A. Vazquez, Deputy City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2016-45 has been duly signed by the Mayor and attested by the Deputy City Clerk, all at a regular meeting of the Stanton City Council, held on November 8, 2016, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

_____
PATRICIA A. VAZQUEZ, DEPUTY CITY CLERK

M2 Expenditure Report
Fiscal Year Ended June 30, 2016
Beginning and Ending Balances

Description	Line No.	Amount
Balances at Beginning of Fiscal Year		
M2 Fair Share	1	$ 927,006
M2 Fair Share Interest	2	$ 8,016
M2 CTFP	3	
M2 CTFP Interest	4	
Other M2 Funding	5	$ (76,179)
Other M2 Interest	6	$ 100
Other*	7	
Balances at Beginning of Fiscal Year (Sum Lines 1 to 7)	8	$ 858,943
Monies Made Available During Fiscal Year	9	$ 634,640
Total Monies Available (Sum Lines 8 & 9)	10	$ 1,493,583
Expenditures During Fiscal Year	11	$ 360,924
Balances at End of Fiscal Year		
M2 Fair Share	12	$ 1,082,366
M2 Fair Share Interest	13	$ 13,270
M2 CTFP	14	
M2 CTFP Interest	15	
Other M2 Funding	16	$ 27,460
Other M2 Interest	17	
Other M1	18	$ 9,562

* Please provide a specific description

CTFP - Comprehensive Transportation Funding Programs

City of Stanton

M2 Expenditure Report

Schedule 2

Fiscal Year Ended June 30, 2016

Sources and Uses

Description	Line No.	Amount
Revenues:		
M2 Fair Share	1	$ 481,233
M2 Fair Share Interest	2	$ 5,254
M2 CTFP (Project O)	3	
M2 CTFP Interest	4	
Other M2 Funding**	5	$ 138,428
Other M2 Interest	6	$ 163
Other- M1	7	$ 9,562
TOTAL REVENUES (Sum lines 1 to 7)	8	$ 634,640
Expenditures:		
M2 Fair Share	9	$ 325,873
M2 Fair Share Interest	10	
M2 CTFP (Project O)	11	
M2 CTFP Interest	12	
Other M2 Funding**	13	$ 34,788
Other M2 Interest	14	$ 263
Other- M1	15	
TOTAL EXPENDITURES (Sum lines 9 to 15)	16	$ 360,924
TOTAL BALANCE (Subtract line 16 from 8)	17	$ 273,716

* Please provide a specific description

** Please provide breakdown of **"Other M2 Funding"**. Other M2 Funding includes funding received and/or funds expended by Local Agencies from any other M2 program besides Project O (Regional Capacity Program) and Project Q (Local Fair Share Program).

Revenues

Project Description	Project	Amount	Interest	Total
Freeway Environmental Mitigation	A-M	$ -	$ -	$ -
Regional Traffic Signal Synchronization Program	P	$ -	$ -	$ -
High Frequency Metrolink Service	R	$ -	$ -	$ -
Transit Extensions to Metrolink	S	$ -	$ -	$ -
Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	T	$ -	$ -	$ -
Senior Mobility Program or Senior Non-Emergency Medical Program	U	$ 30,875.00	$ 163.00	$ 31,038.00
Community Based Transit/Circulators	V	$ -	$ -	$ -
Safe Transit Stops	W	$ -	$ -	$ -
Water Quality Program	X	$ 107,553.00	$ -	$ 107,553.00
	Total	$ 138,428.00	$ 163.00	$ 138,591.00

Expenditures

Project Description	Project	Amount	Interest	Total
Freeway Environmental Mitigation	A-M	$ -	$ -	$ -
Regional Traffic Signal Synchronization Program	P	$ -	$ -	$ -
High Frequency Metrolink Service	R	$ -	$ -	$ -
Transit Extensions to Metrolink	S	$ -	$ -	$ -
Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	T	$ -	$ -	$ -
Senior Mobility Program or Senior Non-Emergency Medical Program	U	$ 34,788.00	$ 263.00	$ 35,051.00
Community Based Transit/Circulators	V	$ -	$ -	$ -
Safe Transit Stops	W	$ -	$ -	$ -
Water Quality Program	X	$ -	$ -	$ -
	Total	$ 34,788.00	$ 263.00	$ 35,051.00

M2 Expenditure Report

Fiscal Year Ended June 30, 2016

Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	*MOE	+ Developer / Impact Fees	M2 Fair Share	M2 Fair Share Interest	M2 CTFP	M2 CTFP Interest	Other M2	Other M2 Interest	Other	TOTAL
Administration (Indirect & Overhead)	1	$ 114,903						$ 34,788	$ 263		$ 149,954
Construction & Right-of-Way											
New Street Construction	2										$ -
Street Reconstruction	3			$ 181,954							$ 181,954
Signals, Safety Devices, & Street Lights	4			$ 104,884							$ 104,884
Pedestrian Ways & Bikepaths	5										$ -
Storm Drains	6										$ -
Storm Damage	7										$ -
Total Construction[1]	8	-	-	286,838	-	-	-	-	-	-	$ 286,838
Right of Way Acquisition	9										$ -
Total Construction & Right-of-Way	10	-	-	286,838	-	-	-	-	-	-	$ 286,838
Maintenance											
Patching	11			$ 39,035							$ 39,035
Overlay & Sealing	12										$ -
Street Lights & Traffic Signals	13										$ -
Storm Damage	14										$ -
Other Street Purpose Maintenance	15	31,417									$ 31,417
Total Maintenance[1]	16	31,417	-	39,035	-	-	-	-	-	-	$ 70,452
Other	17	50,737									$ 50,737
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	$ 197,057	$ -	$ 325,873	$ -	$ -	$ -	$ 34,788	$ 263	$ -	$ 557,981

* Local funds used to satisfy maintenance of effort (MOE) requirements

\+ Transportation related only

[1] Includes direct charges for staff time

City of Stanton

M2 Expenditure Report
Fiscal Year Ended June 30, 2016
Fair Share Project List

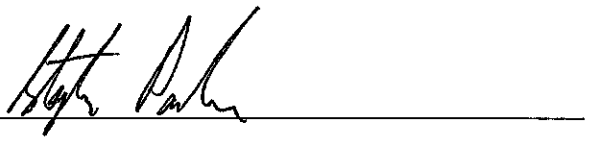
PROJECT NAME	AMOUNT EXPENDED
Village Center Dr Project- traffic signal and street improvement	104,884
Wesern/Thunderbird street improvement	181,954
Maintenance- various street repairs	39,035
	$ 325,873.00

M2 Expenditure Report
Fiscal Year Ended June 30, 2016

I certify that the interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated and all the information attached herein is true and accurate to the best of my knowledge:

Stephen M. Parker, CPA
Director of Finance (Print Name)

11/8/2016
Date



Signature

CITY OF STANTON

REPORT TO THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

TO: Honorable Chair and Members of the Successor Agency

DATE: November 8, 2016

SUBJECT: **REFUNDING TAX ALLOCATION BONDS (SUCCESSOR AGENCY)**

REPORT IN BRIEF:

In September 2016, the Successor Agency Board approved the refinancing of certain outstanding tax allocation bonds. In connection with the issuance of the bonds, the City Manager was authorized to execute contracts for financial advisor and disclosure counsel. The City Attorney recommends that the contracts be amended due to a change in interpretation of law concerning contingent fees.

RECOMMENDED ACTION:

1. Successor Agency find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a director reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly; and

2. Authorize the Executive Director to execute amended contracts for financial advisor with Harrell & Company Advisors and disclosure counsel with Quint and Thimmig.

BACKGROUND:

In September 2016, the Successor Agency Board approved the refinancing of certain outstanding tax allocation bonds. In connection with the issuance of the bonds, the City Manager was authorized to execute contracts for financial advisor and disclosure counsel.

ANALYSIS/JUSTIFICATION:

The original contracts with Harrell & Company Advisors for financial advisory services

and with Quint & Thimmig for disclosure counsel services provided for payment of fees contingent on the issuance of the bonds.

Interpretation of law concerning fees payable solely upon the execution of a contract (or the delivery of bonds) is evolving, and the City Attorney recommends, as a matter of best practices of the City, that the fees payable to consultants on bond transactions (i.e. the financial advisor, bond counsel and disclosure counsel) be non-contingent. The amended contracts with Harrell & Company Advisors and Quint & Thimmig comply with this approach for the payment of fees.

FISCAL IMPACT:

Fees are anticipated to be paid with proceeds of the refunding bonds. If the bonds are not issued, the fees would be payable from Redevelopment Property Tax Trust Fund moneys of the Successor Agency, and payment would be subject to Department of Finance approval through the ROPS process.

ENVIRONMENTAL IMPACT:

None.

PUBLIC NOTIFICATION:

Through the regular agenda process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

4. Ensure Fiscal Stability and Efficiency in Governance

Prepared by:

Stephen M. Parker, CPA
Administrative Services Director

Approved by:

James A. Box
Executive Director

Concurred by:

Matthew E. Richardson
Agency Counsel

Attachments:

A. Amended Harrell & Company Advisors Contract
B. Revised Quint & Thimmig Contract

HARRELL & COMPANY
ADVISORS, LLC

October 17, 2016

Successor Agency to the Stanton Redevelopment Agency
7800 Katella Avenue
Stanton, CA 90680

Attention: James Box
City Manager

RE: Successor Agency to the Stanton Redevelopment Agency
Proposed Issuance of Bonds - Proposal to Serve as Financial Advisor

Dear Jim:

The Successor Agency to the Stanton Redevelopment Agency (the "Successor Agency") proposes to issue tax allocation bonds (the "Bonds") to refinance its 2011 tax allocation bonds as well as a portion of the outstanding 2010 tax allocation bonds. We appreciate the opportunity to submit this revised proposal to serve as financial advisor with respect to the.

Our engagement as financial advisor will require us to complete the following:

- Structure and size the Bonds to meet the requirements of Health and Safety Code 34177.5.
- Prepare savings analysis required by Health and Safety Code 34177.5.
- Prepare a report for inclusion in the official statement relating to the projected tax increment revenues and the Project Area tax base.
- Prepare the Official Statement including any required information relating to the tax increment, the Project Area, the tax base and debt coverage and the Dissolution Act.
- Prepare the staff reports for Successor Agency and Oversight Board actions.
- Review and comment on all legal documents, including resolutions and closing documents.
- Work with the Department of Finance to obtain approvals under Health and Safety Code 34177.5.
- Prepare rating agency presentation.
- Prepare Staff for dialogue with ratings analysts.
- Keep the Successor Agency apprised of market conditions relating to interest rates.

- Analyze insurance bids and make a recommendation for purchase of full, partial or no insurance on the Bonds.
- Advise the Successor Agency on the propriety of the underwriter's proposed pricing relative to the current market conditions.
- Negotiate to obtain the lowest available interest rates on the Bonds.
- Provide the Successor Agency with a pricing analysis and comparison of its transaction with other recent sales of comparable credit quality (or review such documents prepared by the underwriter).
- Provide quantitative schedules showing the results of the final pricing.
- Provide any post-issuance follow up as required.

Our fee for acting as Financial Advisor in the issuance of an approximate amount of $38 million in combined tax-exempt and taxable Bonds shall be as follows:

- A fixed fee of $10,000 for preparation of the Official Statement.
- A fixed fee of $15,000 for preparation of projections of Tax Increment Revenues included in the official statement.
- A fixed fee of $55,000 for all other financial advisory services as described above.

The fees are not contingent on the closing of the bonds.

n addition to such fees, we would expect to be reimbursed for actual out-of-pocket expenses associated with the transaction in an amount not to exceed $1,800. Reimbursed expenses are expected to include shipping, delivery, printing, photocopying, and teleconferences.

Our services may be terminated as described in Exhibit A hereto.

Certain disclosures required by the Securities and Exchange Commission and the Municipal Securities Rulemaking Board regarding municipal advisors are attached hereto as Exhibit A.

I look forward to working again with you, the Successor Agency staff and your financing team.

Very truly yours

Suzanne Harrell

Suzanne Q. Harrell

Accepted By:

_____

James Box, City Manager of the City of Stanton
as chief administrative office for the Successor Agency

Exhibit A

Municipal Advisor Disclosures

Harrell & Company Advisors, LLC (Harrell & Co.) is registered as a "municipal advisor" pursuant to Section 15B of the Securities Exchange Act and rules and regulations adopted by the United States Securities and Exchange Commission ("SEC") and the Municipal Securities Rulemaking Board ("MSRB"). The SEC recently approved MSRB Rule G-42 which, among other matters, requires us to provide you with information regarding any conflicts of interest that we may have and with information about where to find our SEC filings on the SEC website.

As a municipal advisor in connection with the issuance of the Bonds, Harrell & Co. will owe a fiduciary duty to the Successor Agency and will carry out its duties in accordance with such duty. Simply put, this means that we owe you both a duty of loyalty and a duty of care and that in performing services that we may undertake in connection with any bond issue, we will put the needs of the Successor Agency ahead of our own. This standard of care is higher than that required of other financial services providers such as underwriters.

The fees to be paid by the Successor Agency to us are not contingent on the successful closing of the Bonds. We have determined, after exercising reasonable diligence, that we have no known material conflicts of interest that would impair our ability to provide advice to the Successor Agency in accordance with our fiduciary duty to municipal entity clients such as the Successor Agency. To the extent any such material conflicts of interest arise after the date of our engagement we will inform you of such conflicts as described below.

The Successor Agency may terminate our services at any time upon written notice. If you terminate our services we would expect to be reimbursed for actual out-of-pocket expenses associated with the transaction. We may withdraw from our representation as Municipal Advisor upon written notice to the Successor Agency subject to the fiduciary duty described above which may require us to continue to represent the Successor Agency until an appropriate replacement is identified which will depend on the status of the transaction.

We are registered as a "municipal advisor" pursuant to Section 15B of the Securities Exchange Act and rules and regulations adopted by the SEC and the MSRB. As part of this registration we are required to disclose to the SEC information regarding criminal actions, regulatory actions, investigations, terminations, judgments, liens, civil judicial actions, customer complaints, arbitrations and civil litigation involving us. Pursuant to MSRB Rule G-42, we are required to disclose any legal or disciplinary event that is material to the Successor Agency's evaluation of us or the integrity of our management or advisory personnel. As reflected in our filings with the SEC, Harrell & Co. has determined that no such event exists.

Copies of our filings with the United States Securities and Exchange Commission can currently be found by accessing the SEC's EDGAR system Company Search Page which is currently available at https://www.sec.gov/edgar/searchedgar/companysearch.html and searching for either "Harrell & Company" or for our CIK number which is 0001610917.

The Act further prohibits underwriters from switching from a financial advisory role in developing a financing to an underwriting role. Harrell & Co. is not engaged in underwriting.

Agreement for Legal Services

SUCCESSOR AGENCY TO THE
STANTON REDEVELOPMENT AGENCY
Stanton Consolidated Redevelopment Project
Tax Allocation Refunding Parity Bonds, 2016 Series C

SUCCESSOR AGENCY TO THE
STANTON REDEVELOPMENT AGENCY
Stanton Consolidated Redevelopment Project
Taxable Tax Allocation Refunding Parity Bonds, 2016 Series D

DISCLOSURE COUNSEL SERVICES

THIS AGREEMENT FOR LEGAL SERVICES is made and entered into this _____ day of _____, 2016, by and between the SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY (the "Successor Agency") and QUINT & THIMMIG LLP, Larkspur, California ("Attorneys").

W I T N E S S E T H :

WHEREAS, prior to the dissolution of the Stanton Redevelopment Agency (the "Former Agency"), the Former Agency issued its Stanton Redevelopment Agency, Stanton Consolidated Redevelopment Project, Taxable Housing Tax Allocation Bonds, 2011 Series A (the "2011A Bonds"), issued to finance low and moderate income housing activities within the City of Stanton, and its Stanton Redevelopment Agency, Stanton Consolidated Redevelopment Project, Taxable Tax Allocation Bonds, 2011 Series B (the "2011B Bonds" and, with the 2011A Bonds, the "Prior Bonds")), to finance redevelopment activities within and for the benefit of Stanton Consolidated Redevelopment Project of the Former Agency;

WHEREAS, section 34177.5 of the California Health and Safety Code authorizes the Successor Agency to issue refunding bonds pursuant to Article 11 (commencing with section 53580) of Chapter 3 of Part 1 of Division 2 of Title 5 of the California Government Code for the purpose of achieving debt service savings;

WHEREAS, the Successor Agency has determined to issue its tax allocation refunding bonds, in one or more series (the "Refunding Bonds"), to refund all or a portion of the Prior Bonds;

WHEREAS, the Successor Agency requires the services of disclosure counsel in connection with the authorization, issuance and sale of the Refunding Bonds;

WHEREAS, the Successor Agency has determined that Attorneys are qualified by training and experience to perform the services of disclosure counsel, and Attorneys are willing to provide such services; and

WHEREAS, the public interest, economy and general welfare will be served by this Agreement for Legal Services;

NOW, THEREFORE, IT IS HEREBY AGREED, as follows:

Section 1. Duties of Attorneys. Attorneys shall provide legal services, as *disclosure counsel*, in connection with the preparation of the official statement to be used in connection with the offering and sale of the Refunding Bonds (the "Official Statement"), the continuing disclosure certificate and the bond purchase agreement between the Successor Agency and the underwriter of the Refunding Bonds. Such services shall include the following:

(a) Review the Official Statement (both preliminary and final) in connection with the offering of the Refunding Bonds as prepared by the financial advisor to the Successor Agency;

(b) Confer and consult with the officers and administrative staff of the Successor Agency as to matters relating to the Official Statement;

(c) Attend all meetings of the Successor Agency and any administrative meetings at which the Official Statement is to be discussed, deemed necessary by Attorneys for the proper exercise of their due diligence with respect to the Official Statement, or when specifically requested by the Successor Agency to attend;

(d) On behalf of the Successor Agency, prepare the continuing disclosure certificate in a form which is acceptable to the Successor Agency and the underwriter of the Refunding Bonds;

(e) On behalf of the Successor Agency, prepare the bond purchase agreement, if required, between the Successor Agency and the underwriter of the Refunding Bonds in a form which are acceptable to the Successor Agency and the underwriter of the Refunding Bonds;

(f) Subject to the completion of proceedings to the satisfaction of Attorneys, provide a letters of Attorney addressed to the Successor Agency and the underwriter of the Refunding Bonds to the effect that, although Attorneys have not undertaken to determine independently or assume any responsibility for the accuracy, completeness or fairness of the statements contained in the Official Statement, in the course of Attorneys participation in the preparation of the Official Statement Attorneys have been in contact with representatives of the Successor Agency and others concerning the contents of the Official Statement and related matters, and, based upon the foregoing, nothing has come to Attorneys attention to lead Attorneys to believe that the Official Statement (except for any financial or statistical data or forecasts, numbers, charts, estimates, projections, assumptions or expressions of opinion included therein, and information relating to The Depository Trust Company and its book-entry system, as to which Attorneys need express no view) as of the date of the Official Statement or the date of the closing for the Refunding Bonds contain any untrue statement of a material fact or omits to state any material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading; and

(g) Such other and further services as are normally performed by disclosure counsel in connection with the issuance of bonds.

Section 2. Compensation. For the services set forth under Section 1 above, Attorneys shall be paid a legal fee of $25,000, inclusive of all out-of-pocket expenses.

Section 3. Exceptions. Any services rendered in any litigation (other than validation proceedings deemed necessary by Attorneys) involving the Successor Agency or the financing proceedings relating to the Refunding Bonds are excepted from the services to be rendered for

the above compensation. On-going advice and preparation of necessary documentation regarding: (a) compliance with section 148 of the Internal Revenue Code of 1986, relating to arbitrage limitations and rebate provisions, or (b) the continuing disclosure requirements of the Refunding Bonds, are also excepted from the services to be rendered for the above compensation. For such services which Attorneys are directed to render for and on behalf of the Successor Agency, compensation shall be on the basis of reasonable fees to be agreed upon by the Successor Agency and Attorneys.

Section 4. Termination of Agreement. This Agreement for Legal Services may be terminated at any time by the Successor Agency, with or without cause, upon written notice to Attorneys. In the event of such termination, all finished and unfinished documents shall, at the option of the Successor Agency, become its property and shall be delivered by Attorneys to the Successor Agency.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their respective officers thereunto duly authorized as of the day and year first above written.

SUCCESSOR AGENCY TO THE
STANTON REDEVELOPMENT AGENCY

By _____
Name _____
Title _____

QUINT & THIMMIG LLP

By _____
Brian D. Quint, Partner

CITY OF STANTON

REPORT TO THE CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: November 8, 2016

SUBJECT: **PUBLIC HEARING TO CONSIDER PRECISE PLAN OF DEVELOPMENT PPD-776, TENTATIVE TRACT MAP TM16-01 AND CONDITIONAL USE PERMIT C16-10 TO SUBDIVIDE A 1.5 ACRE SITE AND CONSTRUCT 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY.**

REPORT IN BRIEF:

A public hearing to consider subdivision of a 1.5 acre site comprised of three legal lots for condominium purposes and to construct 25 residential units, including eight live/work units; nine, community and private open space; and privates streets. All units would have a direct access to two-car garages and there would be 34 additional open parking spaces. Under consideration are Precise Plan of Development PPD-776, Tentative Tract Map TM16-01 and Conditional Use Permit C16-10.

RECOMMENDED ACTION:

1. Conduct a public hearing;
2. Declare that the project is categorically exempt per the California Environmental Quality Act (CEQA), under Section 15332, Class 32 (In-Fill Development Projects);
3. Adopt Resolution No. 2016-43 approving Tentative Tract Map TM16-01;
4. Adopt Resolution No. 2016-42 approving Precise Plan of Development PPD-776.
5. Adopt Resolution No. 2016-44 approving Conditional Use Permit C16-10.

BACKGROUND

The applicant, Ken Pham representing 9 Max Capital, LLC, is proposing to demolish three single family homes and four detached accessory structures, some of which were last used as a day-care facility, on a 1.5 acre parcel located at 8081 Lampson Avenue, and construct eight live/work units, nine attached single-family units and eight detached

Council
Agenda Item # 10A

single-family units. The proposal also includes a request to subdivide the property for condominium purposes.

To accommodate the project, the applicant has requested the following actions:

- Tentative Tract Map No. 17987 (TM16-01) – The California Subdivision Map Act requires a Tentative Tract Map for condominium purposes to develop single-family, attached and detached condominiums for individual ownership.
- Precise Plan of Development (PPD-776) - Section 20.530.030 of the SMC requires a development permit for the construction of two or more new dwelling units on a lot or in conjunction with the submittal of a subdivision.
- Conditional Use Permit (C16-10) – Section 20.230 of the SMC permits mixed use development on property within the South Gateway Mixed Use Overlay subject to approval of a Conditional Use Permit (CUP).

ANALYSIS/JUSTIFICATION:

PROJECT LOCATION – The project site is located at 8081 Lampson Avenue, approximately 400 feet east of Beach Boulevard. The site is within the High Density Residential Zone with a South Gateway Mixed Use Overlay and holds a General Plan Land Use designation of South Gateway Mixed Used District. Surrounding land uses and zoning include:

Direction	Zoning	Existing Land Use
North	High Density Residential (RH)	Attached Condominiums
South	Commercial General (CG)	Retail and Auto Maintenance in the Sam's Club Shopping Center
East	High Density Residential (RH)	Attached Condominiums
West	High Density Residential (RH)	Single Family Homes and Duplexes

PROJECT DESCRIPTION – The project site consists of three parcels, developed with three single family homes and various accessory structures. The applicant is proposing to demolish the existing buildings and construct eight live/work units, nine attached single-family units and eight detached single-family units along with a private driveway, common landscape areas, recreation areas and guest parking. The permitted density range in the RM District is 11.1 to 18 units per acre, and the maximum density permitted utilizing the South Gateway Mixed Use Overlay is 60 units per acre. The project site is 1.5 acres, and the proposed project density is 16.6 dwelling units to the acre.

SITE PLAN/FLOOR PLANS – The applicant is proposing three different housing types, organized into clusters around a central driveway.

- Mixed-Use – The applicant is proposing eight live-work units with frontage along Lampson Avenue. Live-work units would be three stories and measure 2,102 square feet. The ground floor of each unit would consist of a 400 square foot work area, two closets, a full bath, entry/stair hall and a two car garage with trash

bin storage space. The second floor would consist of a great room with continuous living, dining and kitchen space, a pantry, powder room and laundry. The third floor would consist of three bedrooms and two full baths.

- Attached Residences – The applicant is proposing nine attached, two-story residential units which would be located in the central portion of the site. Two floor plans would be offered; one with two bedrooms and a loft measuring 1,681 square feet, and one with three bedrooms measuring 1,708 square feet. Because parking for this type of product is based on the number of bedrooms staff has included Planning Condition No. 15 of Resolution 2016-44 prohibiting the conversion of lofts into bedrooms.

- Detached Residences – Eight, two-story detached condominiums would be located at the rear of the site. Each unit would have either three bedrooms with a master bedroom retreat or four bedrooms and measure 1,709 square feet.

CIRCULATION/PARKING – Access for the proposed development would be provided from Lampson Avenue by a central driveway which runs the depth of the site. Four 25-foot driveways branch out from this central driveway and provide access to the garages of the units and three clusters of uncovered parking. Additional open parking is located on the central driveway near the middle of the site.

Section 20.320.030 (*Number of Off-Street Parking Spaces Required)* of the SMC specifies the following parking for the proposed mix of uses.

Use	Space/Unit	No. of Units	Subtotal
Live Work (res.)	2	8	16
Live Work (com.)	1/300 sq. ft.	3,200 sq.ft.	10.66
Condo (2 bed)	3	6	18
Condo (3 bed)	4	11	44
Guest per Condo	1/3 units	17	5.66
Total Required			94 (94.32)

Each unit would be provided with a fully-enclosed, two-car, direct-access garage, and the proposed site plan includes 34 unassigned, open parking spaces. Although the applicant is proposing 84 parking spaces where 94 parking spaces are required, Section 20.230.090 B-1 (*Allowable Incentives for Lot Consolidation)* of the SMC provides or incentivizes lot consolidation by providing for adjustments to parking requirements. The applicant has requested a reduction in the number of spaces required based on shared use of on-site parking. Sharing would be based on the premise that businesses operating out of live/work units tend to be open during typical work hours and that an individual business is unlikely to have more than one customer at a time.

The residential component of the project requires 84 parking stalls, which would be provided. During weekdays, it is anticipated that the maximum demand for parking generated by live/work based businesses would be between 8-10 spaces, and that need would be met by parking spaces freed by residents who take their cars to work,

school or are otherwise not at home during typical business hours. Likewise, on weekends, parking needs for occasional customers of live/work based businesses would be accommodated.

These assumptions are confirmed in a Parking Study (Minagar and Associates, Inc. *Traffic and Parking Study, 8081 Lampson Avenue*) submitted by the applicant. The study compared the City of Stanton's parking requirements for Live/Work units to those of nine other Southern California cities and found that Stanton's standards were higher than all but two of those sampled. The study also used parking demand factors developed by the Urban Land Institute (ULI) and based on demand of actual projects. Using the ULI, the maximum weekday demand for the live/work based businesses could be as high as 14 spaces; however, staff notes that this number is unlikely because there would only be eight live/work units and multiple clients and multiple units simultaneously is unlikely. Nevertheless, even with the demand as high as 14 spaces, adequate parking would be provided by the spaces freed by residents during the day. The ULI also confirmed that the parking demand by live/work based businesses would negligible on weekends. Therefore, based on the conclusions of the parking study, staff is recommending that the City Council approve the proposed adjustment to parking.

To ensure the parking spaces are available and utilized appropriately, staff is recommending several conditions of approval, including Planning Condition No.4 in Resolution No. 2016-44 (C16-10) which would require language to be included in the CC&R's to specifically prohibit garage conversions and require the garage to be utilized for required parking; and Planning Condition No. 11 of Resolution No. 2016-42 (PPD 776) which would require a minimum of 34 open spaces to be continually maintained.

The proposed development would provide safe pedestrian access throughout the site on sidewalks that run along both sides of the central driveway which would provide direct access to the open parking spaces, paseos serving the front doors of the attached units and three proposed recreational spaces. Residents of the eight detached units at the rear of the site would have to cross the driveway directly adjacent to their unit to access the central parking area and recreation areas. The proposed development would also reduce the number of curb cuts on Lampson Avenue from two to one, and provide a circulation pattern allowing vehicles to always exit the site in a forward direction. The Traffic and Parking Study submitted by the applicant also confirms that the proposed development would have a negligible impact to the circulation on Lampson Avenue or nearby streets or intersections.

DESIGN AND ARCHITECTURE – The architectural style is contemporary, with flat roofs, varied materials and detailing that provides visual interest to the clean lines and simple massing of the proposed buildings. Each building would have stucco elements in two shades of gray or cream, with colors differentiating building bases, parapets and extensions of wall planes around major windows or balconies. Bases of buildings and wall planes within the areas defined for balcony extensions would be clad in a composite wood siding, and the bases of building would be fitted with green wire plant trellises. The overall result is a series of contemporary buildings that share a simple,

clean design language without being repetitive or visually bland.

PRIVATE AND COMMON OPEN SPACE – Section 20.230.080 (*Private Open Space)* of the SMC requires that common and private open space in an amount equal to 15 percent of the total building area be provided for multi-family uses that are included in vertically or horizontally integrated mixed use developments.

The total, combined floor area of all 25 units is 45,689 square feet, excluding garages, and therefore the total required area for private and common open space is 6,855 square feet. Proposed private open space is 5,964 square feet comprised of the porches, balconies and private rear yards. Common open space is 6,311 square feet comprised of the paseos and recreation areas integrated in the attached unit clusters in the middle of the site. The total private and common open space is 12,275 square feet, exceeding the minimum required area by 5,420 square feet. To ensure the open space is designed to be consistent with the conceptual plan, and the water efficiency requirements, staff is proposing Planning Condition Nos. 4, 5 and 6 in Resolution 2016-42 (PPD-776) requiring that final landscape plans consistent with the landscaping depicted on the Conceptual Site Plan be submitted for review and approval prior to issuance of a grading permit.

PROJECT ENHANCEMENT/AMENITIES – The contemporary architectural style of the proposed development, including the integration of live/work units along Lampson Avenue, provide an appropriate combination of use and design consistent with the goals of the South Gateway Mixed Use Overlay.

PLANNING COMMISSION – On October 19, 2016, the Planning Commission held a duly noticed public to consider the project. At the hearing, a representative of the Smoketree Condominium complex spoke regarding an easement between the subject property and the condo complex. The recorded easement stipulated it may only be utilized if the day care facility or school was the designated use on the site. As the project is for a residential development, the easement would no longer be valid. The applicant is not proposing to utilize the easement to allow access from San Marcos Drive, and is proposing to construct a six foot block wall between the properties. With the understanding that the easement would not be utilized, the representative was in favor of the project. At the conclusion of the public hearing, the Planning Commission unanimously voted to recommend approval of the project to the City Council.

ENVIRONMENTAL IMPACT:

Technical studies analyzing potential noise, traffic and circulation impacts were submitted by the applicant to identify potential impacts. The acoustic analysis determined that applicant proposed design features would prevent any potential noise impacts, and the traffic and circulation analysis determined that there would no impacts to adjacent or nearby roads. Therefore, in accordance with the requirements of the California Environmental Quality Act (CEQA) this project has been determined to be categorically exempt under Section 15332, Class 32 (In-Fill Development Projects).

PUBLIC NOTIFICATION:

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property and made public through the agenda-posting process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

5 – Provide a High Quality of Life

Prepared by:	Reviewed by:	Approved by:
CJ Amstrup Contract Planner	Kelly Hart Community Development Director	James A. Box City Manager

ATTACHMENTS

A. CC Resolution No. 2016-42, PPD 776
B. CC Resolution No. 2016-43, TM16-01
C. CC Resolution No. 2016-44, C16-10
D. Vicinity Map
E. Traffic, Circulation and Parking Analysis
F. Acoustic Analysis
G. Project Plans (Site, Floor Plans, Architecture, and Tentative Map)

RESOLUTION NO. 2016-42

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA APPROVING PRECISE PLAN OF DEVELOPMENT PPD-776, A REQUEST TO SUBDIVIDE A 1.5 ACRE SITE AND CONSTRUCT 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY

WHEREAS, on October 19, 2016, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Precise Development Plan PPD-776 to develop 25 attached and detached condominiums, including eight units with integrated commercial space on the ground floor, a private street, and private and common open space for the properties located at 8081 Lampson Avenue; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission unanimously voted to recommend the City Council approve Precise Plan of Development PPD-776; and

WHEREAS, on November 8, 2016, the City Council of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Precise Development Plan PPD-776 to develop 25 attached and detached condominiums, including eight units with integrated commercial space on the ground floor, a private street, and private and common open space for the properties located at 8081 Lampson Avenue; and

WHEREAS, the City Council has carefully considered all pertinent testimony and information contained in the Staff report prepared for this application as presented at the public hearing; and

WHEREAS, Staff has reviewed the environmental form, Traffic, Circulation and Parking Study and Acoustic Analysis submitted by the Applicant, in accordance with the City's procedures. Based upon the information received and Staff's assessment of the information, the Project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: That in accordance with the requirements as set forth in Section 20.530.050 of the Stanton Municipal Code:

1. The project site is located within the RH (High Density Residential) zone and the South Gateway Mixed Use Overlay. In accordance with the standards of Chapter

20.230 *Mixed Used Overlay Zones,* the proposed development, including the live/work units, detached single-family homes developed as part of a vertically or horizontally integrated mixed use development and incentives for lot consolidation including parking adjustments based on shared on-site parking are permitted subject to approval of conditional use permit.

2. The proposed development will not be harmful to the health, safety or general welfare of the public in that the development will not expose neighboring or future residents to harmful or toxic substances, excessive noised, light or odor, nor will it result in significant impacts to adjacent roadways or otherwise impact public infrastructure.

3. The contemporary architectural style of the proposed development, including the integration of live/work units along the Lampson Avenue, and related improvements are suitable for the proposed use of the property and provide an appropriate combination of use and design which provides adequate consideration of the existing and contemplated uses of land, orderly development in the general area of the subject site and the goals and policies of the South Gateway Mixed Use Overlay. The development is designed in compliance with the zoning code at a density lower than the maximum allowable density. The property is designed to orient the three story live/work commercial units toward Lampson Avenue and the detached, two story units adjacent to the existing residences north of the site.

4. There are no established design guidelines that apply to the project.

5. The site design is efficient and provides a proper relationship between the structures, site improvement and adjacent development. The mixed use live/work units are oriented to Lampson Avenue which is characterized by commercial development, while the attached and detached residential units are located on the northern two thirds of the site adjacent to existing multifamily residences, the common space is centrally located with direct access from the nine attached condominiums and convenient access from the live/work and detached condominiums at the north and south portions or the site.

6. The proposed development would provide safe pedestrian access throughout the site on sidewalks that run along both sides of the central driveway which would provide direct access to the open parking spaces, paseos serving the front doors of the attached units and three proposed recreations spaces. Residents of the eight detached units at the rear of the site would have to cross the driveway directly adjacent to their unit to access the central parking area and recreation areas. The proposed development would also reduce the number of curb cuts on Lampson Avenue from two to one, and provide a circulation pattern allowing vehicles to always exit the site in a forward direction. The Traffic and Parking Study submitted by the applicant also confirms that the proposed development would have a negligible impact to the circulation on Lampson Avenue or nearby streets or intersections.

7. The development is consistent with the Stanton General Plan. The development would implement Strategy LU-3.1.2 to encourage infill and mixed-use development within feasible development sites. The project would be developed on three underutilized properties that are blighted with overgrown vegetation and dilapidated structures. As such, the project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy. The project is also consistent with Goal LU-5.1 to encourage the consolidation of existing non-conforming lots in commercial, industrial, and medium and high density residential areas. The project consolidates two medium density residential properties that contain vacant single-family homes at a density that is less than the required minimum density, and would create a conforming lot with a conforming development. In addition, the project is consistent with Goal CHS-3.3 to establish land uses compatible with noise levels within the community.

8. The requirements of the California Environmental Quality Act have been satisfied. An initial study was conducted based on the project proposal, and it was found that: the subject property is less than 5 acres in size, within the City limits and is substantially surrounded by urban uses; the project is consistent with the General Plan and Zoning Code; the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; the project site, currently developed with nonconforming uses has no value as habitat for endangered, rare or threatened species; and the site can be adequately served by all required utilities and public services. All required documentation has been completed for the project in compliance with CEQA. As such, based on the findings of the initial study, the project was considered categorically exempt.

SECTION 2: Based upon the Initial Study, and technical studies including a Traffic, Circulation and Parking Study and an Acoustic Analysis, the City Council exercises its independent judgment and finds that the Project, as conditioned herein, is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects).

SECTION 3: The City Council hereby finds that all of the facts, findings and conclusions set forth above in this Resolution are true and correct.

SECTION 4: That based upon the above findings, the City Council approves Precise Development Plan PPD-776 to construct eight live/work units, nine attached single-family units and eight detached single-family units along with a private driveway, common landscape areas, common and private open space areas and guest parking, subject to the following Conditions:

A. That all conditions of the Planning Division be met, including, but not limited to, the following:

1. Precise Plan of Development PPD-776 shall terminate if Tentative Tract Map 17987 (TM16-01) is allowed to expire or the Final Tract Map is not filed in a timely manner.

2. The project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Tentative Tract Map 17987 (TM16-03), and the Resolution of Approval for Conditional Use Permit C16-10.

3. The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and shall conform with the requirements of the Subdivision Map Act, as applicable.

4. Low-water use landscaping shall be installed and permanently maintained in a neat and orderly manner in the area indicated in the approved Site Plan and Landscape Plan. Each planter area shall be enclosed with raised minimum 6-inch concrete curbing and shall be provided with an automatic sprinkler system that shall guarantee an adequate supply of water to fulfill the intent of continual plant maintenance.

5. A Landscape Plan with all required water efficiency calculations and certifications, as required by Section 20.315.050 of the Stanton Municipal Code and the adopted Water Efficient Ordinance Guidelines, shall be submitted to the Planning Division prior to issuance of Building Permits.

6. All common area and HOA maintained landscaping areas as depicted in the approved Landscape Plan must be installed and planted prior to the issuance of a certificate of occupancy.

7. Trees to be located along Lampson Avenue and the northern property line adjacent to existing residences shall be a minimum of 36 inch box in size, while shrubs must be 5 gallons in size. For the interior of the subdivision, trees must be a minimum of 24 inch box in the common areas and 15 gallons on the remainder of the interior while shrubs must be 5 gallons in size.

8. The applicant shall submit a final landscape, irrigation and lighting plan indicating the common area improvements, and to include the furniture and light standards in the private streets and in the common open space area. The landscape plan shall include all calculations and certifications as required by the model water efficient landscape ordinance and guidelines.

9. The private street shall be constructed to the satisfaction of the City Engineer.

10. Decorative paving and stamped concrete shall be provided as indicated on the approved Site Plan to the satisfaction of the Community Development Director.

11. Six guest parking spaces shall be permanently provided and accessible at all times, and a total of 34 open parking spaces shall be continually maintained.

12. All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare.

13. Light standards must be provided along the internal private street and within the common open space areas as indicated on the approved site plan and landscape plan to the satisfaction of the Community Development Director.

14. Prior to installation, the proposed design of the light standards to be placed on the private streets must be approved by the Community Development Director.

15. Walls and fences visible from Lampson Avenue or San Mateo Street and along the interior open space area shall be constructed of a decorative split-face block, or other decorative masonry to the satisfaction of the Community Development Director, and improved with anti-graffiti coating.

16. All interior fences between private open spaces may consist of any fencing material as permitted in the Zoning Code.

17. The Applicant/Owner shall acknowledge the conditions of approval as adopted by the City Council. Such acknowledgment shall be in writing and received by the City within 30 days of approval by the City Council. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division prior to Certificate of Occupancy.

18. All utilities within the development including electrical and/or cable TV service, shall be placed in an underground facility to the satisfaction of the City Engineer.

19. All required school impact fees shall be paid prior to issuance of building permits.

20. All required park In-lieu fees shall be paid prior to the issuance of building permits. The required fees for single-family dwelling units (attached and detached) are $11,173.00 per unit.

21. All required residential impact fees shall be paid prior to issuance of building permits. The required fee for medium density dwelling units is $1,120.

22. All required sewer connection fees shall be paid prior to the issuance of building permits.

23. THERE SHALL BE NO RELEASE OF UTILITIES IN CONNECTION WITH THIS PERMIT UNTIL ALL STANDARD AND/OR SPECIAL PLANNING, ENGINEERING, BUILDING, AND FIRE CONDITIONS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE CITY OF STANTON.

24. Any color scheme or materials alterations from those approved by the City Council must be approved through the Community Development Director.

25. Any changes to the approved plans which occur through the Building plan check must also be approved by authorized Planning Staff.

26. Any deviations to the approved Tract Map, Site Plan, Floor Plans, Elevations and Landscape Plan must also be approved by the Planning Division. Any approval by the Building Division does not constitute approval by the Planning Division.

27. Prior to initiation of any work in the public right-of-way, an encroachment permit must be obtained from the Engineering Division.

28. A Sign Application for all entry monument signage must be submitted to and approved by the Community Development Director prior to issuance of building permits.

29. Vector control shall be completed on the properties prior to demolition and grading.

B. That all requirements of the Building Division be met, including but not limited to the following:

1. Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
2. All plans shall meet the 2013 Title 24 Energy Code.
3. All plans shall be designed in conformance with the 2013 California Building Code, 2013 California Plumbing Code, 2013 California Mechanical Code, the 2013 California Electrical, the 2013 Green Building Standards, 2013 Title 24 Energy Code and Code as amended by City Ordinance.
4. Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2013 edition of the California Electrical Codes.
5. Provide approval by the Orange County Fire Authority.
6. Provide approval by the South Coast Air Quality Management District.
7. The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
8. Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum feasible extent. All recyclable construction materials are to be taken to an approved Transfer Station.
9. Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the project. All recyclable construction materials are to be taken to an approved Transfer Station.
10. If building plans are submitted after January 1, 2017, all plans must be compliant with the 2016 Building Code.

Building conditions for approval will include the following OCFA conditions:

1. Plans need to show compliance with the 2013 California Building Code (CBC), 2013 California Fire Code (CFC), NFPA standards, and local amendments

C. That all requirements of the Engineering Division be met.

D. That all requirements of the Orange County Fire Authority be met, including but not limited to the following:

1. The applicant or responsible party shall submit the plans listed below to the Orange County Fire Authority for review. Approval shall be obtained on each plan prior to the event specified.

Prior to issuance of a building permit, if a grading permit is not required:

- Fire master plan (service code PR 145)

Prior to issuance of a building permit:

- Fire sprinkler system (service codes PR 400)

ADOPTED, SIGNED AND APPROVED by the City Council of the City of Stanton at a regular meeting held on November 8, 2016 by the following vote, to wit:

_____
BRIAN DONAHUE, MAYOR

ATTEST:

_____
PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM:

_____
MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2016-42 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on November 8, 2016, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

_____
PATRICIA A. VAZQUEZ, CITY CLERK

RESOLUTION NO. 2016-43

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA APPROVING TENTATIVE TRACT MAP 17987 (TM 16-01) TO SUBDIVIDE THREE LEGAL PARCELS (1.5 ACRES) FOR CONDOMINIUM PUROPOSES FOR THE DEVELOPMENT OF 25 ATTACHED AND DETACHED CONDOMINIUMS, INCLUDING EIGHT UNITS WITH INTEGRATED COMMERCIAL SPACE ON THE GROUND FLOOR, A PRIVATE STREET, AND PRIVATE AND COMMON OPEN SPACE FOR THE PROPERTIES LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY

WHEREAS, on October 19, 2016, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Tentative Tract Map 17987 (TM16-01), a subdivision of three legal parcels (1.5 acres) located at 8081 Lampson Avenue for the development of 25 attached and detached condominiums; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission unanimously voted to recommend the City Council approve TM 16-01; and

WHEREAS, on November 8, 2016, the City Council of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Tentative Map TM 16-01 to subdivide three legal parcels for condominium purposes to develop 25 attached and detached condominiums, including eight units with integrated commercial space on the ground floor, a private street, and private and common open space for the properties located at 8081 Lampson Avenue; and

WHEREAS, the City Council has carefully considered all pertinent testimony and information contained in the Staff report prepared for this application as presented at the public hearing; and

WHEREAS, Staff has reviewed technical studies, including an acoustic analysis, traffic, circulation and parking study and the environmental form submitted by the Applicant, in accordance with the City's procedures. Based upon the information received and Staff's assessment of the information, the Project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

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

SECTION 1: That in accordance with the requirements as set forth in Section 19.10.100 and 19.10.110 of the Stanton Municipal Code:

A. The proposed map is consistent with the City's General Plan designation of High Density Residential for the subject property. The project is developed at 16.6 dwelling units to the acre, and the maximum density for the High Density Residential General Plan designation is 18 dwelling units per acre. The development would also implement Strategy LU-3.1.2 to encourage infill and mixed-use development within feasible development sites. The project would be developed on three underutilized properties that are blighted with overgrown vegetation and dilapidated structures. As such, the project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy. The project is also consistent with Goal LU-5.1 to encourage the consolidation of existing non-conforming lots in commercial, industrial, and medium and high density residential areas. The project consolidates three high density residential properties that contain vacant single-family homes at a density that is less than the required minimum density, and would create a conforming lot with a conforming development.

B. The proposed map and project design complies with the RH (High Density Residential) zone, and the South Gateway Mixed Use Overlay and all applicable development standards.

C. The site is physically suitable for the proposed type and density of development. The site is large enough to accommodate the proposed residential units, parking sufficient to meet the needs of the proposal, street access, turn around radius, and private and common open space areas. All development standards for the project have been met, and the development is a permitted use in the RH (High Density Residential) zone and the South Gateway Mixed Used Overlay.

D. The requirements of the California Environmental Quality Act have been satisfied. Technical studies, including an acoustic analysis, traffic, circulation and parking study were prepared and an initial study was conducted based on the project proposal, and it was found that: the subject property is less than 5 acres in size, within the City limits and is substantially surrounded by urban uses; the project is consistent with the General Plan and Zoning Code; the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; the project site, currently developed with nonconforming uses has no value as habitat for endangered, rare or threatened species; and the site can be adequately served by all required utilities and public services. All required documentation has been completed for the project in compliance with CEQA. As such, based on the findings of the initial study and supporting technical studies, the project has been determined to be categorically exempt.

E. The design of the proposed subdivision will not conflict with easements of record or established by court judgment, acquired by the public at-large, for access through or use of the property. Upon review of the project by the Engineering Department, there is no known conflict with any easements, or rights-of-way as there are no known easements on the property.

F. Design and improvement of the proposed subdivision will not cause substantial environmental damage, serious public health problems, or substantial and avoidable

injury to fish and game. Based on the initial study completed for this development, the project would not cause substantial damage, serious public health problems, or substantial unavoidable injury to fish and wildlife. There is no recorded habitat or endangered species in the City, there are no waterways, canals, or streams in or within the surrounding area of the project that would affect fish and wildlife, there are no known hazardous materials located within the project site, and the site is not registered as a Superfund Site with the EPA.

G. The proposed project will not result in the discharge of waste into an existing community sewer system that would result in or add to a violation of existing requirements of the Santa Ana Regional Water Quality Control Board. A Preliminary Water Quality Management Plan was drafted for the project. As part of the WQMP, filtration devices and bioswales would be utilized to ensure all water within the project remains on-site and there would be no expected discharge into the sewer system or storm drain.

SECTION 2: Based upon the Initial Study and supporting technical studies, the City Council exercises its independent judgment and finds that the Project, as conditioned hereby, is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects).

SECTION 3: The City Council hereby finds that all of the facts, findings and conclusions set forth above in this Resolution are true and correct.

SECTION 4: That based upon the above findings, the City Council approves Tentative Tract Map 17987 (TM16-01) to subdivide three legal parcels for condominium purposes for the development of 25 attached and detached condominiums, including eight with live/work units, with common and private open space, subject to the conditions of approval for PPD-776 for the property located at 8081 Lampson Avenue in the RH (High Density Residential) zone and the South Gateway Mixed Use Overlay subject to the following conditions:

A. That all conditions of the Planning Division be met, including, but not limited to, the following:

1. All applicable conditions of approval for PPD-776 and C16-10 shall be required for Tentative Tract 17987 (TM16-01).

2. The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and shall conform to the requirements of the Subdivision Map Act, as applicable.

3. The applicant shall submit CC&R's and/or maintenance agreement for approval by the Planning Division prior to issuance of Certificate of Occupancy.

B. That all requirements of the Engineering Division be met , including but not limited to the following:

General

1. Applicant shall submit Improvement Plans prepared by a Registered Civil Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.

2. Utility poles shall be relocated as-needed to provide proper clearance around them.
3. City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.

4. All existing off-site improvements (sidewalk, curb & gutter, driveways, and street paving) at the development site which are in a damaged condition or demolished due to the proposed work shall be reconstructed to the satisfaction of the City Engineer. When reconstructing full width sidewalk, curb & gutter, and driveways shall be fully improved. Structural sections of the street pavement shall be reconstructed per the requirements of an approved pavement rehabilitation report prepared by a Registered Civil Engineer.

5. A bond or surety device shall be posted with the City in an amount and type sufficient to cover the amount of off-site and on-site work to be done, as approved by the City Engineer.

6. No construction materials or construction equipment shall be stored on public streets.

7. All trucks hauling materials in and out of the project site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.

8. Hours of work, including demolition and construction, shall be Monday through Friday 7:30 am to 4:30 pm with no work performed on weekends or holidays unless otherwise approved by the City Engineer.

9. Applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.

Additional Conditions

1. An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24" X 36", ink on mylar, with elevations to nearest 0.01 foot, scale 1"=10'. Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.

2. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.

3. Applicant shall properly maintain all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control.

4. Applicants shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.

5. Applicant shall submit a Water Quality Management Plan incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES. Requirements of the WQMP will include construction of onsite water treatment, and maximization of infiltration.

6. Applicant shall submit a Storm Water Pollution Prevention Plan (SWPPP) incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES.

7. Traffic impact fees may be assessed by the City Engineer if applicable.

Tract Subdivision Conditions

1. All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.

2. The private drive entrance, private drives, and end of private drive turn-around areas of the Property shall be approved by the Orange County Fire Authority.

3. All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton standards

4. The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California registered civil engineer licensed to survey or a licensed land surveyor.

5. At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorder.

6. All right-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public right-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the final map.

7. At the time of filing the Final Map to the City for approval the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and

the City properly executed by the Subdivider, including appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the subdivision being created.

8. Pursuant to the regulations of the Subdivision Map Act all required off-site and public improvements shall be completed prior to the recordation of the final map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.

9. At the time of filing of the Final Map with the City for approval the Subdivider shall submit to the City plans and specifications and cost estimates for all improvements including, but not limited to, public and private street rights-of-way, drainage easements, culverts, drainage structures and drainage channels, water lines, sewer lines, utility lines, and other required and necessary improvements. All improvement plans, specifications, and cost estimates shall be approved by the City Engineer prior to submitting the Final Map to the City for approval.

10. Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.

11. Subdivider shall provide easements for public and private utilities as needed and as approved by the City.

12. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the City the proposed Covenants, Conditions, and Restrictions (CC&Rs) for the subdivision.

13. Prior to final acceptance of the Subdivision improvements all subdivision survey monuments shall be set, and Corner Records and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.

14. Prior to final acceptance of the Subdivision improvements the Subdivider shall provide the City with As-Built mylar and electronic copies of the all subdivision plans and improvements, in a format acceptable to the City.

15. Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating that " I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."

16. At the time of filing of the Final Map with the City for approval the Subdivider shall also provide to the Orange County Surveyor for boundary and technical plan check all Final

Map documents required by the Orange County Surveyor. Subdivider shall notify the City in writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check.

17. All streets or drives shown on the Final Map shall show proposed street names which will be subject to approval of the City.

18. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.

19. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City with a preliminary soils report covering the Subdivision related area.

20. All improvements shall meet the City Flood Management requirements.

21. The subdivider and subdivision construction shall meet all of the City's Stormwater/NPDES Requirements, City Local Implementation Plan (LIP), California's General Permit for Stormwater Discharges Associated with Construction Activity, Notice of Intent (NOI) requirements of the State Water Resources Control Board and notification of the issuance of a Waste Discharge Identification (WDID) Number for Projects subject to this requirement, and shall provide a Water Quality Management Plan (WQMP), and a Stormwater Pollution Prevention Plan (SWPPP), and shall use Best Management Practices (BMP).

22. The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.

23. The applicant must incorporate the WQMP conditions into the convenants, conditions, and restrictions (CC&R) for the project.

C. That all requirements of the Building Division be met, including but not limited to the following:

1. All applicable conditions of approval for PPD-776 also shall be required for Tentative Tract Map 17986 (TM15-03).

2. Applicant shall obtain approval of Final Tract Map prior to issuance of building permits.

D. That all requirements of the Orange County Fire Authority be met, including but not limited to the following:

1. All applicable conditions of approval for PPD-776 also shall be required for Tentative Tract Map 17987 (TM16-01) and Conditional Use Permit C16-10.

ADOPTED, SIGNED AND APPROVED by the City Council of the City of Stanton at a regular meeting held on November 8, 2016 by the following vote, to wit:

BRIAN DONAHUE, MAYOR

ATTEST:

PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2016-43 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on November 8, 2016, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

PATRICIA A. VAZQUEZ, CITY CLERK

RESOLUTION NO. 2016-44

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON APPROVING CONDITIONAL USE PERMIT C16-10 TO ALLOW DEVELOPMENT OF EIGHT SINGLE-FAMILY DETACHED HOMES IN CONJUNCTION WITH A MIXED USE DEVELOPMENT THAT WOULD INCLUDE EIGHT LIVE WORK ATTACHED UNITS AND NINE ATTACHED RESIDENTIAL UNITS. ALSO REQUESTED IS APPROVAL OF A LOT CONSOLIDATION INCENTIVE TO ADJUST PARKING BASED ON SHARED ON-SITE PARKING. THE PROJECT SITE IS LOCATED AT 8081 LAMPSON AVENUE IN THE RH (HIGH DENSITY RESIDENTIAL) ZONE AND THE SOUTH GATEWAY MIXED USE OVERLAY.

THE CITY COUNCIL OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, on October 19, 2016, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Conditional Use Permit C16-10 to allow development of eight single-family detached homes in conjunction with a mixed use development that would include eight live/work attached units and nine attached residential units. Also requested is approval of a lot consolidation incentive to adjust parking based on shared on-site parking. The project site is located at 8081 Lampson Avenue in the RH (High Density Residential) Zone and the South Gateway Mixed Use Overlay.

WHEREAS, at the conclusion of the public hearing, the Planning Commission unanimously voted to recommend the City Council approve Conditional Use Permit 16-10; and

WHEREAS, on November 8, 2016, the City Council of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Conditional Use Permit C16-10 to develop of eight single-family detached homes in conjunction with a mixed use development that would include eight live/work attached units and nine attached residential units. Also requested is approval of a lot consolidation incentive to adjust parking based on shared on-site parking. The project site is located at 8081 Lampson Avenue; and

WHEREAS, the City Council has carefully considered all pertinent testimony and information contained in the staff report prepared for this application as presented at the public hearing; and

WHEREAS, staff has reviewed the environmental form, acoustic analysis and traffic, circulation and parking study submitted by the applicant in accordance with the City's procedures. Based upon the information received and staff's assessment of the information, the project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (Infill Development); and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this resolution.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: The City Council hereby finds that all of the facts, findings and conclusions set forth above in this resolution are true and correct.

SECTION 2: Based upon the Initial Study, acoustic analysis and traffic, circulation and parking study submitted by the applicant, the City Council exercises its independent judgment and finds that the project, as conditioned hereby, is categorically exempt from environmental review under the California Environmental Quality Act (CEQA), Section 15332, Class 32 (Infill Development).

SECTION 3: That in accordance with the findings as set forth in Chapter 20.550.060 of the Stanton Municipal Code:

A. The development is consistent with the Stanton General Plan. The development would implement Strategy LU-3.1.2 to encourage infill and mixed-use development within feasible development sites. The project would be developed on three underutilized properties that are blighted with overgrown vegetation and dilapidated structures. As such, the project would remove the blighted conditions with an infill development, and is therefore consistent with the stated strategy. The project is also consistent with Goal LU-5.1 to encourage the consolidation of existing non-conforming lots in commercial, industrial, and medium and high density residential areas. The project consolidates three high density residential properties that contain vacant single-family homes at a density that is less than the required minimum density, and would create a conforming lot with a conforming development. In addition, the project is consistent with Goal CHS-3.3 to establish land uses compatible with noise levels within the community.

B. Chapter 20.230.040 *Mixed-Use Overlay Zone and Land Uses and Permit* requirements permit development of single-family detached homes subject to a conditional use permit within the South Gateway Mixed Used Overlay when the homes are located at the rear of a site, behind either single-family attached homes or a commercial use. The proposed single-family detached homes or located on the north (rear) portion of the project site. Nine attached single family units and eight live/works units would be located south of the proposed detached units, towards the front of the property. Furthermore, Section 20.230.090 B-1 *Allowable Incentives for Lot Consolidation* of the SMC provides for incentives including adjustments to parking requirements. The applicant is proposing to consolidate three existing legal parcels into one parcel which would be subdivided for condominium purposes. Accordingly, the applicant has also requested approval of a parking adjustment to permit 84 stalls where 94 stalls are required.

C. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity. The proposed single family homes would be located at the northern portion of the site. The adjacent land use is an attached condominium development and the common open

space serving that development. The proposed single–family detached structures are an appropriate transition between the proposed three-story live/work units and attached single-family units and the existing attached residences north of the site.

With regards to the requested parking adjustment, the residential component of the project requires 84 parking stalls, which would be provided. During weekdays, it is anticipated that the maximum demand for parking generated by live/work based businesses would be between 8-10 spaces, and that need would be met by parking spaces freed by residents who take their cars to work, school or are otherwise not at home during typical business hours. Likewise, on weekends, parking needs occasional customers of live/work based businesses would be accommodated.

These assumptions are confirmed in a Parking Study (Minagar and Associates, Inc. *Traffic and Parking Study, 8081 Lampson Avenue*) submitted by the applicant. The study compared the City of Stanton's parking requirements for Live/Work units to those of nine other Southern California cities and found that Stanton's standards were higher than all but two of those sampled. The study also used parking demand factors developed by the Urban Land Institute (ULI) and based on demand of actual projects. Using the ULI the maximum weekday demand for the live/work based businesses could be as high as 14 spaces; however, staff notes that this number is unlikely because there would only be eight live/work units and multiple clients and multiple units simultaneously is unlikely. Nevertheless, even with the demand as high as 14 spaces, adequate parking would be provided by the spaces freed by residents during the day. The ULI also confirmed that the parking demand by live/work based businesses would be negligible on weekends. Therefore, based on the conclusions of the parking study, the proposed parking adjustment would not result in impacts to nearby land uses.

D. The proposed development includes a live/work mixed use development along Lampson Avenue; a street characterized by both high density residential development and commercial development. The proposed development also proposes residential structures of decreasing mass and intensity north of the live/work units which is a development pattern more in keeping with adjacent, existing condominium developments. Furthermore, based on the conclusions of the Traffic Circulation and Parking Study submitted by the applicant, adequate parking for the proposed mix of uses would be provided on-site. As such, the activity and development would be consistent with the existing surrounding land uses.

E. The site is physically suitable in terms of its design, location, shape, size, and operating characteristics of the proposed use; the provision of public and emergency vehicle access; public protection services; the provision of utilities; and served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate. The proposed development would provide safe pedestrian access throughout the site on sidewalks that run along both sides of the central driveway which would provide direct access to the open parking spaces, paseos serving the front doors of the attached units and three proposed recreation spaces. Residents of the eight detached units at the rear

of the site would have to cross the driveway directly adjacent to their unit to access the central parking area and recreation areas. The proposed development would also reduce the number of curb cuts on Lampson Avenue from two to one, and provide a circulation pattern allowing vehicles to always exit the site in a forward direction. The Traffic and Parking Study submitted by the applicant also confirms that the proposed development would have a negligible impact to the circulation on Lampson Avenue or nearby streets or intersections.

F. The proposed mixed use development, safe and efficient circulation, removal of existing, blighted development and provision of adequate parking will insure that the use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

G. The requirements of the California Environmental Quality Act (CEQA) have been satisfied.

SECTION 4: That based upon the above findings, the City Council hereby approves Conditional Use Permit C16-10 to allow subject to the following Conditions:

A. That all conditions of the Planning Division be met, including, but not limited to, the following:

1. All Planned Development Features identified in the document entitled *Lampson Mixed-Use Community Development Exterior to Interior Noise Study* dated September 13, 2016 and prepared by Acoustic Group, Inc. shall be incorporated into the construction drawings for review and approval by Community Development Director or his/her designee, and shall be constructed as approved.
2. The project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Tentative Tract Map 17987 (TM16-03), and the Resolution of Approval for Precise Plan of Development PPD-776.
3. CC&R's, Articles of Incorporation and By-Laws for the homeowner's association shall be reviewed and approved by the City Staff and the City Attorney, and the Bureau of Real Estate (BRE) prior to recordation and issuance of Certificate of Occupancy.
4. CC&R's shall include a restriction which prohibits garage conversions and also require that all garages be maintained for the parking of a minimum of two vehicles.
5. CC&R's shall include the right of an annual inspection of the garage units by the HOA board or the City to ensure the garages are being utilized as restricted. An annual affidavit of inspection and compliance shall be provided to the City.
6. The Applicant shall provide the Planning Division proof of review and approval of the CC&R's by the BRE prior to recordation. A copy of the recorded CC&R's shall be submitted to the Planning Division prior to the release of utilities.

7. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance, both interior and exterior, of all buildings, plumbing and electrical facilities.

8. The CC&R's shall specifically dictate responsibilities between the homeowners association and private property owners for the maintenance of the common and private open space areas.

9. The CC&R's shall prohibit the removal of the common open space areas, as approved by on the Site Plan.

10. The CC&R's shall specifically identify all exclusive use easement areas and dictate the responsibilities between private property owners and the homeowners association.

11. CC&R's shall include a provision as to the use and maintenance of guest parking spaces, driveways, common open space and restrictive open space. Guest parking spaces are to be used by guests only and are not for use by residents. Long term parking of more than 72 hours is also prohibited in guest parking spaces. Movement of a vehicle directly from one guest parking space to another shall not constitute a break in the 72 hour regulation.

12. The CC&R's shall contain provisions prohibiting over night vehicular parking and/or storage of recreational vehicles on the site.

13. CC&R's shall prohibit parking and any type of obstruction of the required fire access lanes.

14. CC&R's shall include the provision that homeowners are required to install all private rear landscaping within six months of the close of escrow, if the landscaping is not installed by the developer.

15. CC&R's shall prohibit the construction of additional entries/exists into individuals residences.

16. The areas identified as work spaces in the live-work units as identified in the approved plans shall not be converted for use as additional living space or bedrooms. The CC&R's shall prohibit the conversion of the work spaces for any residential use.

17. Any color scheme or materials alterations from those approved by the City Council must be approved through the Community Development Director.

18. A Sign Application for all entry monument signage must be submitted to and approved by the Community Development Director prior to issuance of building permits.

B. That all requirements of the Building Division be met.

C. That all requirements of the Engineering Division be met.

D. That all requirements of the Orange County Fire Authority be met.

ADOPTED, SIGNED AND APPROVED by the City Council of the City of Stanton at a regular meeting held on November 8, 2016 by the following vote, to wit:

_____
BRIAN DONAHUE, MAYOR

ATTEST:

_____
PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM:

_____
MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2016-44 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on November 8, 2016, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

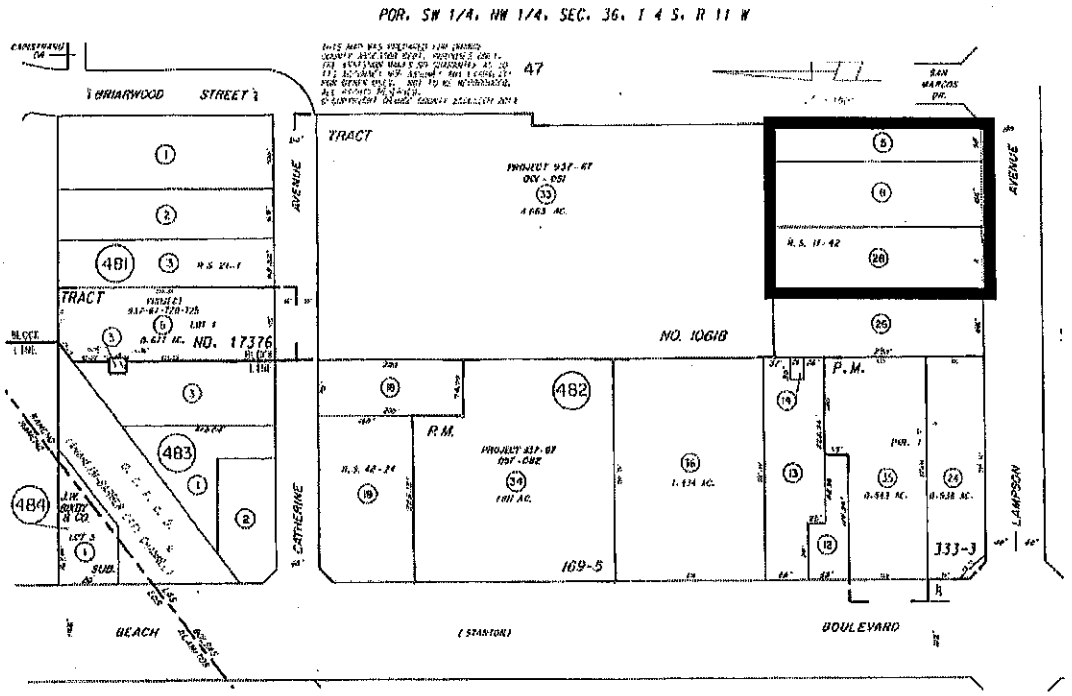
NOES: _____

ABSENT: _____

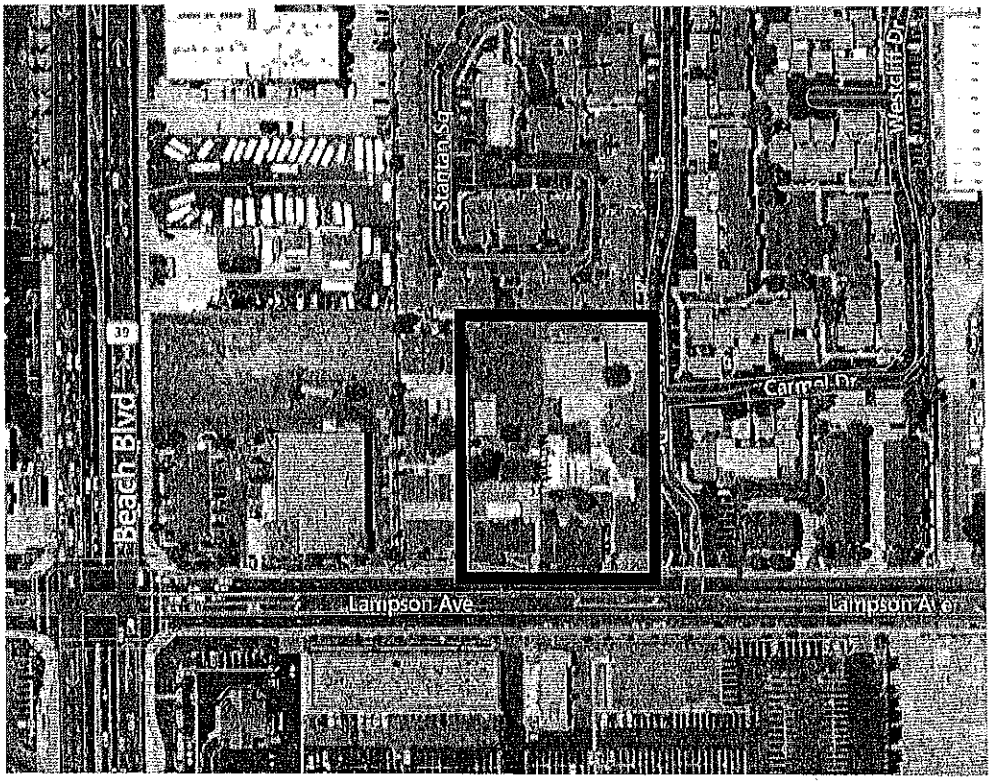
ABSTAIN: _____

Vicinity Map

8081 Lampson Ave.



Aerial Map



Traffic and Parking Study

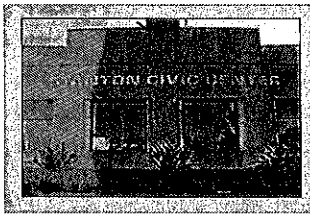
Exemption from CEQA as an Infill Development for the Proposed

25 Townhomes of Lampson Mixed-Use Community

Located at

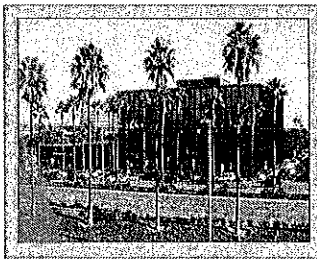
8081 Lampson Avenue, Stanton CA 92841

PREPARED FOR:



City of Stanton
Community Development Department – Planning Division
7800 Katella Avenue
Stanton, CA 90680

PREPARED BY:



MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – ITS Consultants
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Airport Business Center
Irvine, CA 92612
Tel: (949)727-3399 • Fax: (949)553-0232
Web: www.minagarinc.com • Email: minagarf@minagarinc.com

23 Years of Excellence

August 23, 2016

Executive Summary

This report summarizes the findings of a focused traffic impact analysis for the proposed *Lampson Mixed-Use Community Development.* The project site is located on the north side of Lampson Avenue, approximately 400 feet east of Beach Boulevard in the City of Stanton. The project proposes to remove the three (3) single-family residential structures which currently exist on site, as well as the existing day care center which is currently not in use, and replace these uses with 25 residential townhome units.

Minagar & Associates, Inc. collected recent traffic volume count data at two nearby locations—the unsignalized T-intersection of Lampson Avenue and San Marcos Drive, and the signalized intersection 400 feet to the west at Beach Boulevard and Lampson Avenue. The intersection of Lampson/San Marcos is currently operating at an acceptable Level of Service (LOS A), during the weekday AM and PM peak hours, while the intersection of Beach/Lampson is operating under deficient LOS F conditions.

During the typical weekday period, the Project will generate 11 AM peak hour trips (2 inbound, 9 outbound) and 13 PM peak hour trips (9 inbound, 4 outbound). Site traffic will enter and exit from the southerly 28-foot driveway located on the north side of Lampson.

The Project is estimated to be constructed and occupied within a one-year time frame by 2017. Year 2017 Without Project traffic conditions were developed by increasing the Existing Year 2016 baseline traffic baseline volumes by a conservative factor of one percent (1%) to account for potential ambient traffic growth in the area which could occur prior to opening of the Project. With this assumed traffic growth, the analysis showed that both of the study area intersections would continue to operate at their present Year 2016 LOS levels. The Year 2017 "With Project" scenario was then modeled to incorporate the addition of site traffic generated by the proposed Project during the weekday AM and PM peak hours. An analysis of this scenario revealed that the additional vehicle and truck trips generated by the Project would not trigger any potentially significant traffic impacts at the two study intersections and proposed project access driveway during the weekday AM and PM hours. Therefore, no mitigation measures would be required to offset the future impact of site-generated traffic on the City's street network.

It is therefore concluded that based on the known size and scope of the proposed townhomes development, the Project adequately satisfies the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated without significant impact within the Circulation Element of the City of Stanton's General Plan. Based on this traffic forecast analysis, site-generated traffic added to the surrounding street system would not cause any significant peak hour traffic concerns, and would therefore not require any off-site traffic mitigation measures along Lampson Avenue at San Marcos Drive or the proposed project access driveway, nor at the nearby signalized intersection of Lampson Avenue and Beach Boulevard.

Supporting technical documents and worksheets for the traffic impact analyses are provided in the attached appendices.

1.0 INTRODUCTION

1.1 Project Summary and Purpose of Traffic Study

This report summarizes the findings and recommendation of a focused traffic impacts analysis performed by Minagar & Associates, Inc. for the proposed 25-unit *Lampson Mixed-Use Community Development* townhomes project in the City of Stanton. The analysis serves to identify and evaluate the potential traffic impacts associated with the development of the proposed project, and determine if feasible mitigation measures are needed to reduce any of such impacts to less-than-significant levels in order to meet the requirements of the California Environmental Quality Act (CEQA). The proposed project is located on the north side of Lampson Avenue, approximately 400 feet east of Beach Boulevard in the City of Stanton.

The analysis described in the following sections focused on the potential project-generated traffic impacts to the surrounding roadway network in the City of Stanton, and the identification of required mitigation measures, where appropriate. Traffic conditions were analyzed for two (2) intersections within the city, and evaluated under the Existing Year (2016) baseline conditions and for Opening Year (2017) conditions without and with the Project.

Future conditions were estimated using industry-standard traffic engineering principles and methodologies, as well as the guidelines, assumptions and criteria established by the City of Stanton for traffic impact studies. Future traffic volumes and project trip distribution patterns were developed based on the traffic volume data collected by Minagar & Associates, Inc. at each study intersection. The following sub-sections highlight the key findings of the traffic impact study.

1.2 Report and Study Guidelines

The traffic impact analysis was conducted in accordance with the goals, objectives, requirements, assumptions, policies and procedures of the following sources:

- City of Stanton traffic impact study procedures
- City of Stanton General Plan and Circulation Element
- City of Stanton Municipal Code; and the
- County of Orange Congestion Management Program (CMP)

Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, and other factors were applied in accordance with the City's currently adopted methods for traffic studies.

1.3 Analysis Methodology

1.3.1 Study Area

Prior to conducting the analysis Minagar & Associates, Inc. assessed the general project vicinity with respect to the City of Stanton' surrounding access and circulation system to define the study scope and area. ***Figure 1*** depicts the project site, project vicinity, and the location of study intersections with respect to the local street system.

Figure 1. Vicinity Map, Project Location and Study Area Intersections

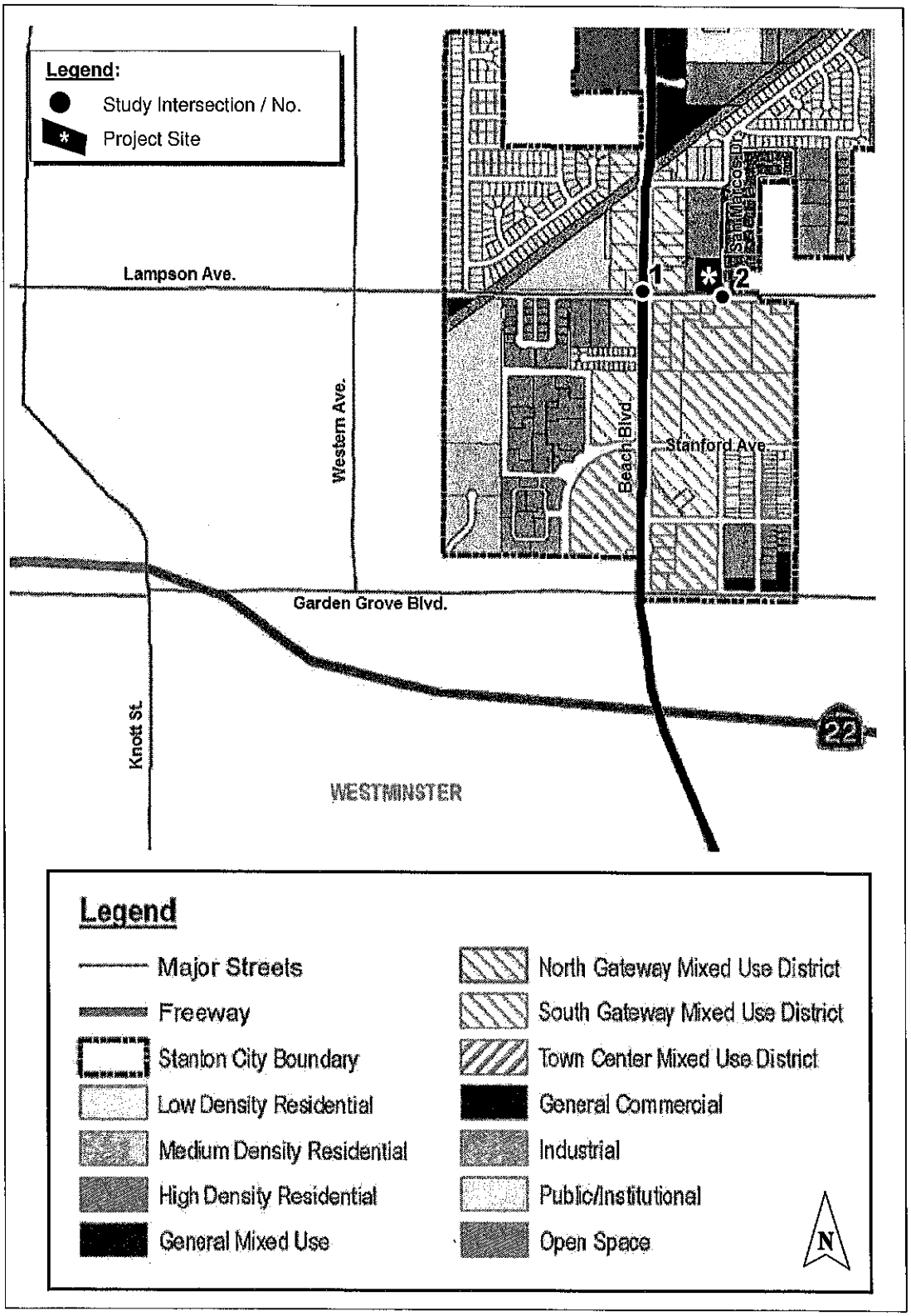


Table 1 lists the locations of the two study intersections, along with the AM/PM peak traffic hours identified from the intersection weekday peak period traffic counts, which were subsequently used in the analysis.

Table 1. Study Intersections and Weekday Peak Traffic Hours

#	Location	Intersection Control	Peak Hour	
			AM Period	PM Period
1	Lampson Avenue at Beach Boulevard	Signalized	7:00 – 8:00am	4:00 – 5:00pm
2	Lampson Avenue at San Marcos Drive	Unsignalized	7:30 – 8:30am	5:00 – 6:00pm
3	Lampson Avenue at S. Project Access Driveway*	Unsignalized	7:30 – 8:30am	5:00 – 6:00pm

* Location represents the future condition with Project. Forecast traffic volumes for the future project access driveway on Lampson Avenue were estimated using volume balancing techniques and extrapolation from the nearby traffic volumes collected at Lampson Avenue and San Marcos Drive.

1.3.2 Traffic Data Collection

Minagar & Associates, Inc. field staff collected intersection turning movement traffic volume counts at each of the two study locations. Traffic counts were conducted during the morning and afternoon peak periods (7:00-9:00am, 4:00-6:00pm) during typical non-holiday weekdays. Traffic count sheets are provided in ***Appendix A.***

1.3.3 Analysis Scenarios

The following evaluation scenarios were considered in the traffic analysis:

- Existing Year 2016
- Opening Year 2017, Without Project
- Opening Year 2017, With Project
- Opening Year + Project, With Mitigation (as necessary)

1.3.4 Level of Service (LOS) Criteria

The analysis methodology used in the TIS is based on the City of Stanton' traffic study procedures. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Stanton recognizes LOS "D" as the minimum satisfactory Level of Service during peak hour conditions.

Table 2
City of Stanton Intersection Level of Service (LOS) Criteria

Service	ICU	Description
A	< 0.61	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	0.61 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	0.71 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait though more than one red signal indication, and back-ups may develop behind turning vehicles.
D	0.81 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	0.91 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	> 1.00	LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable, V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

To determine the peak-hour intersection LOS values as defined above for the signalized study intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the V/C of critical east/west and north/south conflicting movement combinations, which are determined from the volume and direction of entering traffic, and the capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall volume-to-capacity of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation. For the unsignalized "T" intersection, the Highway Capacity Manual (HCM-2010) unsignalized/two-way stop controlled intersection analysis methodology was used, which measures LOS on the basis of average delay (in seconds) per vehicle.

1.3.5 Significant Impact Criteria

The impact significance criteria for intersections are based on the criteria in ***Table 3*** below, which signifies the need for project mitigation where the anticipated project trips would trigger an increase in the V/C ratio of a study intersection by an amount equal to or greater than the values shown. For the unsignalized intersection, the project is considered to significantly impact the intersection if an intersection is shown to degrade from an LOS "D" or better to LOS "E" or worst under the post-project condition, and a traffic signal warrant shows that installation of signalized traffic controls is justified.

Table 3. City of Stanton Traffic Impact Significance Thresholds

Signalized Intersections		
Pre-Project V/C (Level of Service)		**Project-Related Increase in V/C**
>0.70 to 0.80	(LOS C)	+0.04 or more
>0.80 to 0.90	(LOS D)	+0.02 or more
> 0.90	(LOS E to F)	+0.01 or more

2.0 EXISTING CONDITIONS

This section describes existing conditions regarding land use, existing roadway network, site access and circulation conditions, and the Existing Year (2016) intersection levels of service.

2.1 Study Area Intersections

The following locations were included in the project study area.

1.) Lampson Avenue at Beach Boulevard (signalized)
2.) Lampson Avenue at San Marcos Drive (unsignalized)
3.) Lampson Avenue at South Project Access Driveway (future, unsignalized)

2.2 Existing Intersection Operations and Levels of Service

Existing Year 2016 weekday peak hour intersection Levels of Service (LOS) were determined by developing a computerized traffic model based of the prevailing intersection and roadway lane configurations, traffic signal and signage controls, and weekday AM/PM peak hour traffic volumes observed and documented in the field. The overall intersection volume-to-capacity (v/c) and LOS

were determined using the ICU and HCM (unsignalized) analysis modules in Synchro-8.0, a traffic modeling, analysis and microsimulation computer program commonly used in regulatory traffic impact studies. Detailed LOS calculation worksheets are provided in ***Appendix B***.

Table 4 below summarizes the results of the Existing Year 2016 intersection LOS analysis, completed using the methodologies described in Section 1.3.4. As shown Table 4, only the stop-controlled intersection at Lampson/San Marcos is operating at an acceptable Level of Service (LOS "D" or better) under the existing conditions during the weekday AM and PM peak hours. The adjacent intersection at Lampson/Beach is currently operating at deficient (LOS F) level of service during both weekday peak hours.

Table 4. Intersection Levels of Service - Existing Year (2016)

No.	Intersection	Peak Hour	Existing Year 2016	
			V/C or Delay [1]	LOS [2]
1	Lampson Avenue at Beach Boulevard	AM	1.174	F
		PM	1.102	F
2	Lampson Avenue at San Marcos Drive	AM	0.6 s/v	A
		PM	0.4 s/v	A

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Delay calculated in seconds of stop-controlled delay per vehicle
[2] LOS: Level of Service.

3.0 WITHOUT PROJECT VS. WITH PROJECT CONDITIONS

Analysis of Without and With Project traffic conditions compares the anticipated traffic levels at each study intersection before and after the Project is developed, in order to identify locations where the added Project traffic could potentially cause significant impacts on the surrounding street network.

3.1 Opening Year 2017 Without Project Conditions

The Opening Year 2017 Without Project scenario represents local traffic conditions anticipated just prior to the opening of the Project. Based on the information provided by the developer, the Townhomes facility would be constructed and occupied with approved building permits late in the Year 2017.

3.1.1 Annual Background Traffic Growth

The Opening Year 2017 baseline traffic volumes were developed by first identifying an annual ambient traffic growth factor. This method of traffic projection considers an area-wide growth rate of 1.0 percent (obtained from the City of Stanton) to account socioeconomic growth which would produce an increase in background traffic over the span of one year

3.1.2 Year 2017 Baseline Intersection LOS

Peak hour traffic operations at each study intersection were evaluated for the Opening Year 2017 baseline conditions (without the Project) based on the above traffic volume adjustments. As shown in ***Table 5***, each of the two study area intersections would continue to operate at their existing levels of service (LOS) during the weekday peak hours in the Year 2017.

Table 5. Intersection Levels of Service - Opening Year (2017) Conditions Without Project

No.	Intersection	Peak Hour	Existing Year 2016	
			V/C or Delay [1]	LOS [2]
1	Lampson Avenue at Beach Boulevard	AM	1.184	F
		PM	1.111	F
2	Lampson Avenue at San Marcos Drive	AM	0.6 s/v	A
		PM	0.4 s/v	A

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Delay calculated in seconds of stop-controlled delay per vehicle
[2] LOS: Level of Service.

3.2 Existing Year 2016 & Opening Year 2017 Project Conditions, With Project

3.2.1 Project Description

The Lampson Mixed-Use Community Development Project consists of 25 proposed residential townhome units, including eight (8) detached four-bedroom townhomes; nine (9) attached two/three-bedroom townhomes; and eight (8) live-work units which combine attached three-bedroom residential spaces with a 400-SF office space. Live-work units, specifically, are a type of mixed-use development which combine commercial or manufacturing space within the same structure as a residential living space for the business owner. They have similar benefits to mixed use development and eliminate altogether the need to commute to work. In addition, they can provide affordable work and housing space, meet the needs of special groups such as artists, and serve to incubate new businesses. ***Figure 5*** shows the current project site plan for the above uses.

3.2.2 Project Trip Generation

Trip generation estimates for the project were developed using trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition based on the Residential Condominium/Townhouse land use category, ITE Code 230. Project traffic will consist of passenger car traffic. The total trip generation for the project will result in a 145 daily trips, 11 AM peak hour trips (2 in, 9 out) and 13 PM peak hour trips (9 in, 4 out). ***Table 6*** summarizes of the anticipated AM/PM peak hour project trip generation.

Table 6. Project Trip Generation

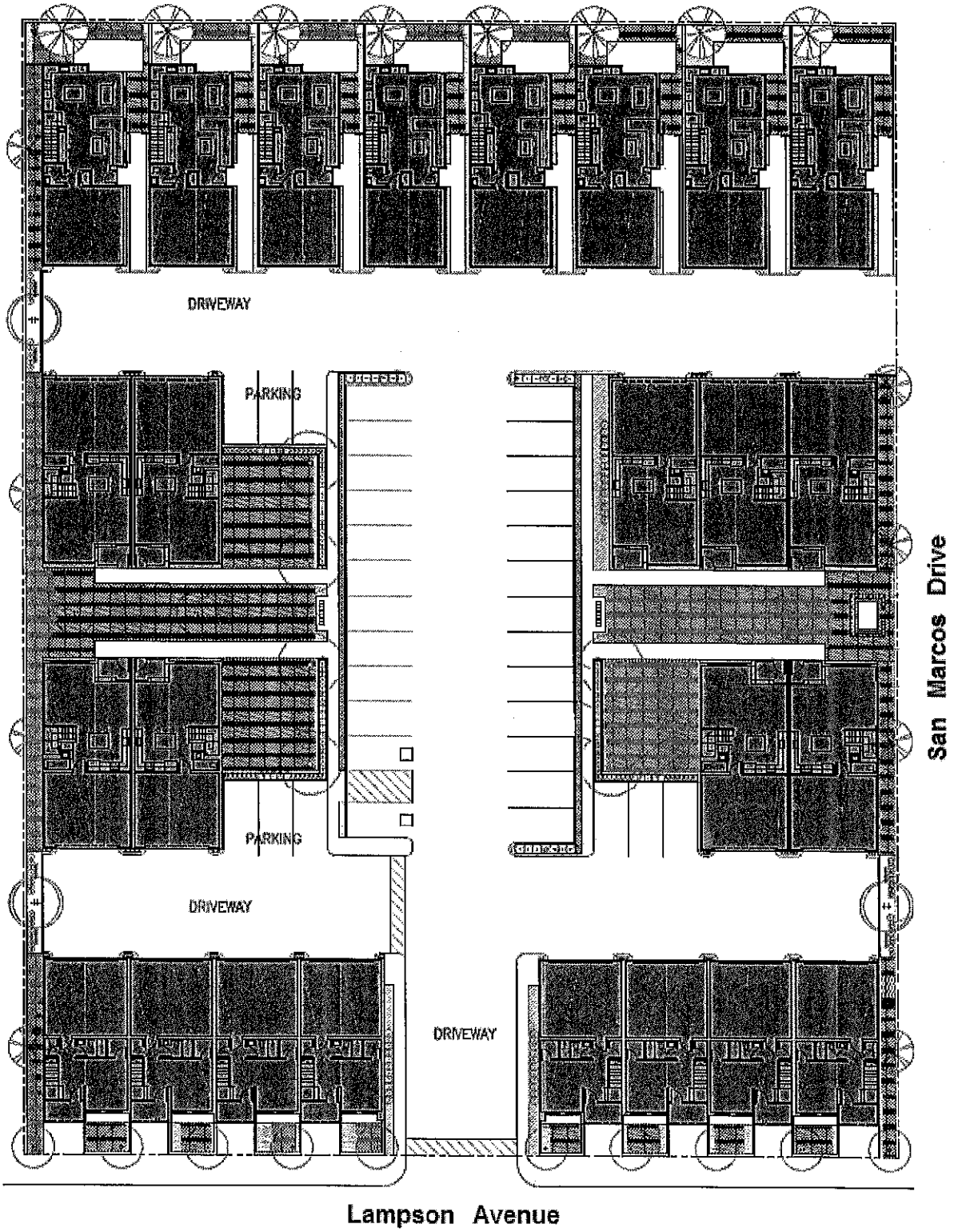
Generator: Proposed Lampson Mixed-Use Community Development Project		**Vehicular Trip Rate**[1] (Trips/DU)					
		AM Peak Hour			PM Peak Hour[2]		
Land Use		In	Out	**Total**	In	Out	**Total**
Residential Condominium/Townhouse		17%	83%	**0.44**	67%	33%	**0.52**
Year	**Size** (Dwelling Units)	**Estimated Vehicular Trips**					
		AM Peak Hour			PM Peak Hour		
		In	Out	**Total**	In	Out	**Total**
2017	25	2	9	11	9	4	13

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition (2012)* Land Use Category 230
DU: Dwelling Unit

3.2.3 Project Trip Distribution

Project trips were distributed to the study area roadway network through an evaluation of the existing peak hour traffic volume patterns, the project site and access plan, the prevailing circulation network in the City of Stanton, and logical travel routes between regional connectors and the project site. From his method, it was estimated that 90 percent of site traffic will access the site from the west via Beach Boulevard, while the remaining 10 percent of site traffic will access the site on Lampson Avenue to the east. To provide a conservative analysis, it was assumed that all traffic would enter and exit the site via the southerly driveway on Lampson Avenue. The weekday AM and PM peak hour project trip generation estimates were then assigned to the surrounding street network, as shown in **Figures 4**, below.

FIGURE 5 - Site Plan



3.2.4 Existing Year 2016, With Project Intersection LOS

The Existing Year 2016 Plus Project analysis scenario represents the added weekday AM and PM peak hour project traffic to the existing roadway and traffic conditions. As shown in **Table 7** below, based on the level of service analysis, both study intersections will continue to operate at their pre-project LOS in the AM and PM peak hours during the typical weekday.

Table 7. Intersection Levels of Service - Existing Year (2016) Conditions With Project

No.	Intersection	Peak Hour	Existing Year 2016 (With Project)	
			V/C or Delay [1]	LOS [2]
1	Lampson Avenue at Beach Boulevard	AM	1.175	F
		PM	1.103	F
2	Lampson Avenue at San Marcos Drive	AM	0.6 s/v	A
		PM	0.4 s/v	A
3	Lampson Avenue at S. Project Access Dwy.	AM	0.1 s/v	A
		PM	0.1 s/v	A

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Delay calculated in seconds of stop-controlled delay per vehicle
[2] LOS: Level of Service.

3.2.5 Opening Year 2017, With Project Intersection LOS

The Opening Year 2017 Plus Project analysis scenario represents the added weekday AM and PM peak hour project traffic to the future roadway and traffic conditions. As shown in **Table 8** below, based on the level of service analysis, all two study intersections will continue to operate at their pre-project LOS in the AM and PM peak hours during the typical weekday.

Table 8. Intersection Levels of Service - Opening Year (2017) Conditions With Project

No.	Intersection	Peak Hour	Opening Year 2017 (With Project)	
			V/C or Delay [1]	LOS [2]
1	Lampson Avenue at Beach Boulevard	AM	1.184	F
		PM	1.113	F
2	Lampson Avenue at San Marcos Drive	AM	0.6 s/v	A
		PM	0.4 s/v	A
3	Lampson Avenue at S. Project Access Dwy.	AM	0.1 s/v	A
		PM	0.1 s/v	A

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Delay calculated in seconds of stop-controlled delay per vehicle
[2] LOS: Level of Service.

4.0 TRAFFIC IMPACT ANALYSIS AND PROJECT MITIGATION

A comparison of "Pre-Project" and "With Project" traffic conditions was performed to assess the significance level of potential traffic impacts due to the project on the surrounding study area intersections. Using the significance thresholds established by the City of Stanton, the Existing Year 2016 and Opening Year 2017 volume-to-capacity ratios, delays and LOS were compared without and with the project conditions. The evaluation of these conditions indicates that the proposed project would not result in any significant traffic impacts during the weekday AM or PM peak hour periods. As a result, the project would not be required to provide off-site mitigation measures to compensate for the added impacts of site traffic.

5.0 CONGESTION MANAGEMENT PROGRAM (CMP) IMPACT SIGNIFICANCE

The City of Stanton is included in the Orange County Congestion Management Program (CMP), which is prepared and maintained by the Orange County Transportation Authority (OCTA). The requirements of the CMP became effective with voter approval of Proposition 111. The purpose of the CMP is to link land use, transportation, and air quality decisions, to develop a partnership among transportation decision-makers in devising appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for State gas tax funds.

The CMP also serves to consistently track trends during peak traffic hours at major intersections in the country and identify areas in great need of improvements where traffic congestion is worsening. The CMP requires that intersections which are designated as being officially monitored by the Program be analyzed under the County's CMP criteria if the proposed project is expected to generate 50 or more peak hour trips on a CMP-designated facility. The CMP requires that intersections which are designated as under official monitoring by the Program be analyzed using CMP. Beach Boulevard is the nearest CMP facility; however, since the Project will not generate traffic exceeding this threshold, a CMP analysis is not required for this traffic impact study.

6.0 PROJECT ACCESS

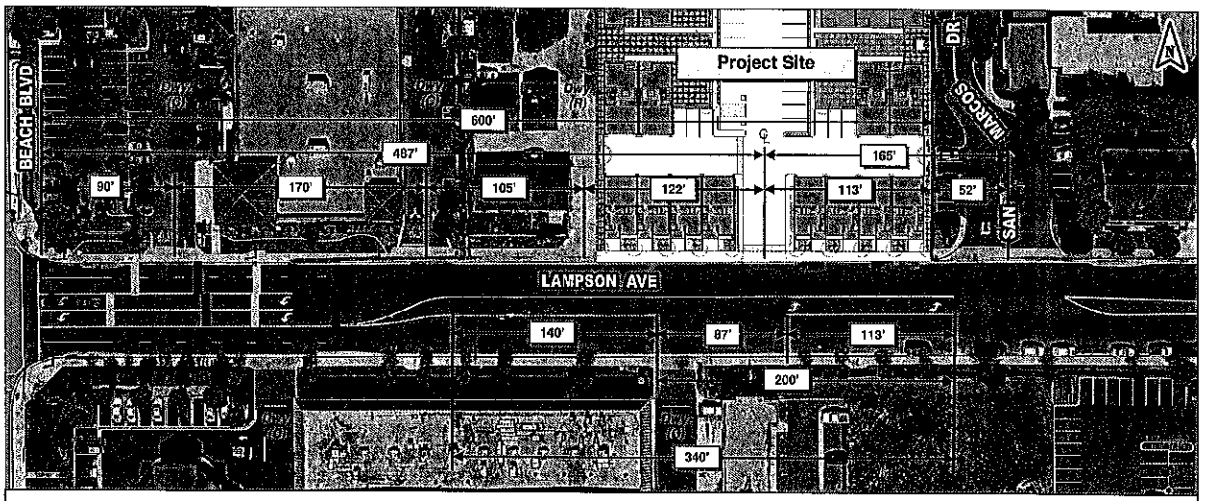
Vehicular access to the proposed project would be provided from a single 28'-8" driveway on the south/central side of the property (north side of Lampson Avenue). Based on the level of service (LOS) analysis, this driveway is forecast to operate at a satisfactory LOS during both peak hours with the addition of Project traffic during the Opening Year (2017). Therefore, no significant impacts associated with driveway operations are anticipated. Currently, there are two existing residential driveways along the south side of the property on Lampson Avenue. Both of the existing driveways will be removed as a part of this project and the 28'-8" south/central driveway will be built in their place. Full-access into the existing residential driveways is permitted from the two-way left-turn center lane on Lampson Avenue.

A queuing analysis was conducted to determine if any adverse queues might occur during the weekday AM or PM peak hours. Minagar & Associates, Inc. conducted which might impact and/or be impacted by site traffic accessing the Lampson Avenue driveway, which might necessitate the installation of a right-in/right-out prohibition at this driveway. Between the nearby signalized intersection to the west at Lampson/Beach and the unsignalized T-intersection at Lampson/San Marcos (at the southeast corner of the project site), there is a 340-foot long striped center lane. The easterly 200 feet is composed of a dedicated left-turn lane for eastbound traffic to turn toward the Project Site onto San Marcos Drive and enter the residential neighborhood to the north ("Smoketree Stanton Community"). The westerly 140 feet is marked as a two-way left turn lane to allow for eastbound cars to enter the few residential properties on

the north side of Lampson Avenue, just east of the existing CVS Pharmacy. While not specifically observed by field staff, it is likely that traffic at the Sam's Club driveway on the south side of the street also uses the two-way left turn lane on Lampson Avenue for westbound ingress and northbound egress.

Minagar & Associates, Inc. developed a traffic analysis model using the various lane geometries, saturation flow rates and traffic volumes, intersection spacing, turn bay lengths, signal timing and phasing parameters as inputs in the Synchro program to replicate the signalized traffic conditions at Beach Boulevard/Lampson Avenue during the AM and PM peak hours. The traffic model also includes the 650' two-way roadway segment east of the traffic signal between Beach Boulevard and the T-intersection at San Marcos Drive. The results of the queuing analysis estimate that with the addition of project traffic during the Opening Year 2017, 95th percentile queues (Q95) in AM peak hour on westbound Lampson Avenue would extend to a maximum of 203 feet in the left-turn lanes, and 171 feet in the remaining through lanes. During the PM peak hour, the Q95 length would extend to at most 111 feet in the westbound left-turn lanes, and 105 in the through lanes.

Figure 6
Driveway Spacing and Queue Length with Proposed Project Traffic



Legend:

	AM Peak Hour		PM Peak Hour	
	Westbound-Left	Westbound-Thru	Westbound-Left	Westbound-Thru
50th Percentile Queue (Q50)	120'	121'	50'	66'
95th Percentile Queue (Q95)	203'	171'	111'	105'

As shown in ***Figure 6*** above, the westbound approach on Lampson Avenue at Beach Boulevard provides a 275-foot pocket for the dual left-turn lane, including 200 feet of stackable left-turn storage and 75-foot taper. As the Q95 spillback represents a theoretical queue length calculated by Highway Capacity Manual (HCM) methods with only a 5% probability of being exceeded after two cycles, with the addition of project traffic it is expected that the capacity of the westbound left turn lanes would not be exceeded during the AM and PM peak hours. Therefore, since no lane blockages would occur on the westbound approach which might otherwise cause longer queues on Lampson Avenue toward the project driveway, then neither eastbound site ingress from the two-way left-turn center lane or site egress from the southerly driveway would impact or be impacted by queues at the nearby signalized intersection at Beach/Lampson during the AM and PM peak hours. The centerline of the proposed driveway on Lampson Avenue is

measured at approximately 113 feet westerly of ECR at the northwest corner of Lampson Avenue and San Marcos Drive.

7.0 CIRCULATION

Vehicular circulation within the Project Site would occur on three (3) drive aisles designed in accordance with the City's Development Code and Standards. The north/south drive aisle bisecting the site will provide direct access to the open parking and visitor/guest stalls. The two (2) east/west drive aisles located on the north and south ends of the central drive aisle will provide direct access into the covered two-car garages attached to each unit. Pedestrian access to the proposed project would be provided via existing sidewalks along the north side of Lampson Avenue. No significant impacts to the on-site circulation are anticipated. All project-related vehicular circulation (noted above) would occur on-site and would not impact any public streets and/or pedestrian/bicycle facilities.

8.0 PARKING

8.1 Proposed Parking Supply

The proposed project provides two types of parking—enclosed and open-space parking. Enclosed parking spaces are contained within two-car garage units and are reserved for future residents of the townhomes and live-work units (residential component). The enclosed spaces are summarized as follows:

Townhome residents (attached & detached):	34 spaces
Live-Work Units (residential component):	16 spaces
Total enclosed/garage parking:	50 spaces

The open-space parking stalls are provided for a combination of uses, including additional parking for future townhome residents, guests/visitors of the townhomes, and patrons of the live-work units. The open-space parking is summarized as follows:

Townhome residents (attached & detached):	28 spaces
Townhome guest parking:	6 spaces
Live-Work Units (office component):	Shared (11)
Total open-space parking:	34 spaces

The total proposed parking supply provided by the site is therefore 84 spaces (see also latest Site Plan, April 1st, 2016).

Table 9
Parking Requirements and Proposed Parking Supply

Site Component / Description	Size	Land Use Classification	Minimum Parking Required: Parking Rate [a]	Minimum Parking Required: Spaces
PARKING REQUIREMENTS:				
B1 and B2:				
8 Live-Work Residential/Office Units				
	8 DU	Live-Work Units (Residential)	2 sp. / unit [b]	16
	3,200 SF	Office [c]	1 sp. / 300 sq. ft.	10.66→11
				16 covered
				11 (no C/E reqd.)
			Subtotal (*Live-Work Units*):	**27 spaces**
B3 through B6:				
9 Attached Townhomes [d]				
	6 DU	2-BR Single-Family Dwelling	3 sp. / DU	18
	3 DU	3-BR Single-Family Dwelling	4 sp. / DU	12
		2-enclosed/DU requirement:	(2) * (9 DU)	18 enclosed
		No C/E requirement:	30 - 18	12 (no C/E reqd.)
			Subtotal (*Attached Townhomes*):	**30 spaces**
B7 through B14:				
8 Detached Townhomes [d]				
	8 DU	4-BR Single-Family Dwelling	4 sp. / DU	32
		2-enclosed/DU requirement:	(2) * (8 DU)	16 enclosed
		No C/E requirement:	32 - 16	16 (no C/E reqd.)
			Subtotal (*Detached Townhomes*):	**32 spaces**
Guest Parking:				
17 Dwelling Units				
	17 DU	Single-Family Dwelling – Cluster, Subdivisions and Condominiums	1 sp. / 3 DUs	5.66→6
		No C/E requirement:		6
			Subtotal (*Guest Parking*):	**6 spaces**
TOTAL PARKING – REQUIRED:				16 covered spaces
				34 enclosed (garage) spaces
				45 spaces (no C/E requirement)
				95 total spaces required
TOTAL PARKING – PROVIDED:				50 enclosed (garaged) spaces
				34 open (no C/E) spaces
				84 total spaces provided
PARKING BALANCE:				**-11 spaces** (shortage)

Notes:
DU: Dwelling Units SF: Square feet of building area BR: Bedroom C/E: Covering/Enclosure

[a] Required parking rates in accordance with Section 20.320.030, Table 3-6 of the Stanton Municipal-Zoning Code, expressed in number of parking spaces per specified unit of measurement per land use.

[b] Covered spaces (carport) required as a minimum for each unit.

[c] "Service Uses – General" land use category, for all office types except as listed otherwise in §20.320.030, Table 3-6.

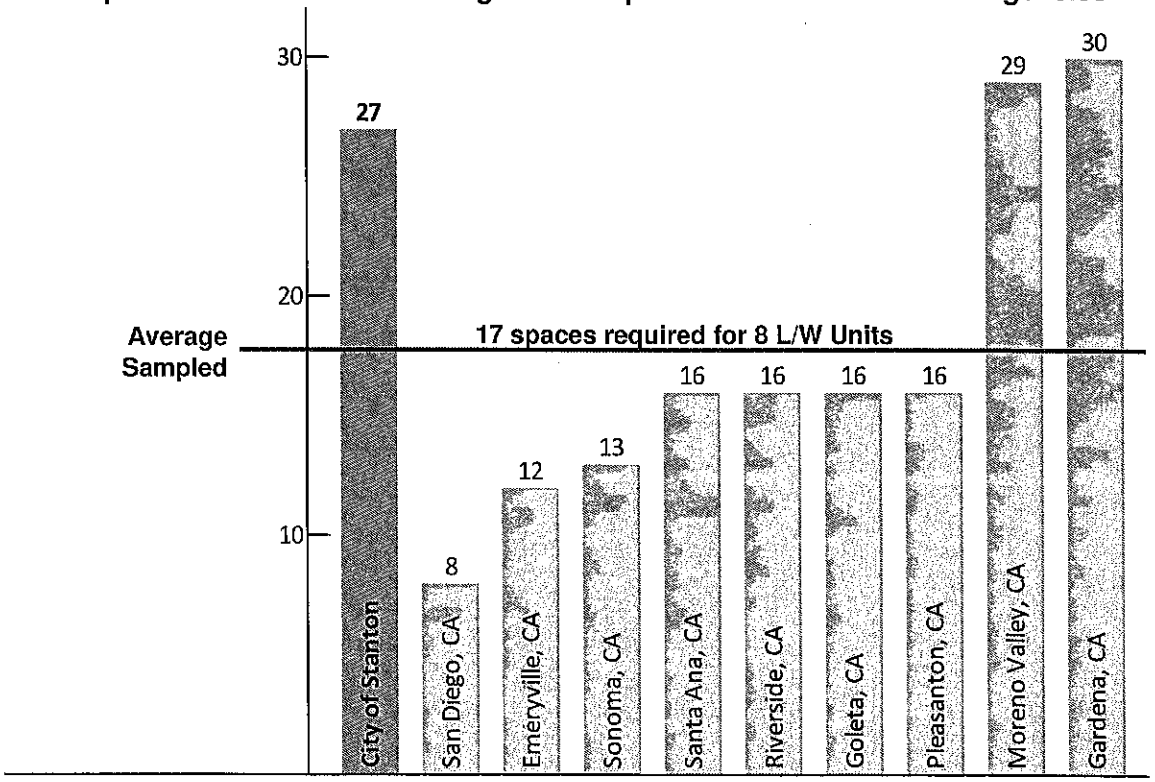
[d] At least 2 spaces per DU must be enclosed (garage).

8.2 Parking Demand Requirement and Comparisons to Other Sites

Per the City of Stanton Municipal Code, Section 20.320.030 - *Number of Off-Street Parking Spaces Required*, the proposed project is required to provide 95 parking spaces, as summarized above in ***Table 9***. Based on the Code, 68 parking spaces would be required for the townhomes (62 resident spaces, 6 guest spaces), and 27 spaces would be required for the Live-Work units (16 resident spaces, 11 office/patron spaces). In total, the applicant has proposed a Site Plan which provides 84 parking spaces on site, including 50 enclosed (garage) spaces and 34 open spaces. The resulting parking balance is a code-based shortage of 11 spaces.

Minagar & Associates, Inc. compiled a sample of nine (9) similar California public agency development codes whose parking requirements include some form of live/work land use. A comparison of these agencies' parking requirements with the City of Stanton is shown below:

Figure 7
Comparison of Live-Work Parking Code Requirements of Other Public Agencies



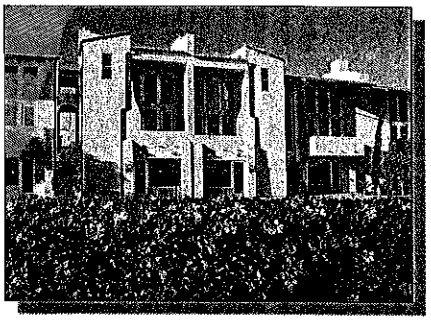
	City of Stanton	San Diego, CA	Emeryville, CA	Sonoma, CA	Santa Ana, CA	Riverside, CA	Goleta, CA	Pleasanton, CA	Moreno Valley, CA	Gardena, CA
Resident (spaces/Unit)	**2.00**	1.00	1.50	0.25	2.00	2.00	2.00	2.00	2.00	2.00
Guest (spaces/Unit)	-	-	-	-	0.00	-	-	-	0.25	0.50
Shareable w/ business?	-	-	-	-	-	-	-	-	Yes	-
Office (spaces/KSF)	**3.00**	-	-	3.33	-	0.00	-	-	4.00	3.00
Lampson Mixed-Use Project Requirement (8 DU + 3,200 SF Office)	**27**	8	12	13	16	16	16	16	29	30

As illustrated in ***Figure 7*** above, the average requirement for live-work units is to provide 2 parking spaces per unit, which generally includes accommodating the parking demand for live-work residents' guests as well as business patrons. Two of the sampled cities—one in Los Angeles County and the other in Riverside County—provided more conservative parking requirements for live-work units than the City of Stanton.

In the City of Moreno Valley, the parking requirement is similar to that of Stanton, in that only the residential component of live-work unit is included in the 2.0 space/unit requirement. However, shared parking studies are also permitted in such cases to justify a reduced parking requirement, and to avoid the creation of unused parking spaces where joint use of parking facilities or other factors would mitigate the peak parking demand of the individual land uses considered separately.

In the City of Gardena, live/work units are permitted in Mixed Use Overlay Zones, i.e., areas designed to combine residential and non-residential uses in the same building or site area as a means to provide flexible housing alternatives, enhance business vitality and reduce the need for auto trips. The City's parking requirement for live/work units is two covered resident spaces and 0.5 guest spaces (may be uncovered) per unit, along with three parking spaces for every 1,000 square feet of non-residential use. Similar to the City of Moreno Valley, shared parking reductions are allowed to account for variations in parking demand due to the nature of the mixed-use project.

With the exception of the two public agencies described above, the City of Stanton's parking requirement for the non-residential component of the live-work unit—in addition to the base resident requirement—would therefore appear to overstate the parking needs of the mixed-use site by comparison with other California public agencies which have adopted similar live-work parking standards.



Another similar case study pertains to the *South Brea Lofts*, an urban development in the City of Brea, Orange County, comprised of 100% live/work homes. The development is located on the 500 block of South Brea Boulevard between Elm Street and Alder Street, and includes a total of 47 units between 1,550-1,700 square feet in size. Each unit provides 600 square feet of first floor office/design studio space with a second-floor residential component. In regards to the on-site parking aspect for the site, the City of Brea conditioned the project to supply two parking stalls per unit, including a dedicated one-car garage, and a second uncovered shared parking stall in an adjoining carport or open space. In addition, the uncovered on-site parking stalls are required to be shared among all uses at the site.

Minagar & Associates, Inc. also conducted a shared parking analysis to quantify the degree of shared parking which would be experienced at this site and to determine an acceptable reduction in the City of Stanton's conservative code-based parking requirement. The applicant has proposed that the parking requirement for the live-work office patrons (11 spaces) be shared with a portion of the open-space townhome resident and guest parking (34 spaces), and to be accommodated within the 34 open-space parking stalls provided in the central area of the site. A reduction in the number of required parking spaces is permitted by City Code provided that two or more separate and complementary uses (1) are located on the same site, or adjacent to it; (2) share parking facilities; and (3) have distinct and differing peak parking usage periods.

As part of the shared parking analysis, demand rates and fluctuation factors were used based on the Urban Land institute's (ULI) publication *Shared Parking, Second Edition*. Land use assumptions used in the shared parking analysis for each building are as follows:

Table 10
Shared Parking Analysis Land Use Assumptions and Base Parking Ratios

Site Plan Component	Land Use	Weekday Parking Ratio		Weekend Parking Ratio		Unit
		Visitor	Res/Emp	Visitor	Res/Emp	
Townhomes	Residential, Owned	0.15	1.7	0.15	1.7	/unit
Live-Work Units (Resident)	Residential, Owned	0.15	1.5	0.15	1.5	/unit
Live-Work Units (Office)	Office (<25,000 sq. ft.)	0.3	3.5	0.03	0.35	/ksf GFA

Source: Table 2-2, Shared Parking, Second Edition. Urban Land institute (ULI).
Res/Emp: Resident/Employee

The results of the shared parking analysis are provided in ***Table 11***. Given that the shared office parking demand decreases to negligible amounts during the weekend periods, only the critical weekday period has been analyzed and summarized in this study. The results show that, for the residential portion of the project (i.e., townhome residents minus guest parking, plus live-work residents), a demand for 43 spaces would be generated during the "residential peak hours" of the day, after 7:00PM. The project would provide 50 reserved parking spaces within the enclosed two-car garage facilities, and therefore, would be able to accommodate this anticipated demand.

For the open-space parking area, the project would generate an estimated maximum demand of 14 parked vehicles during the "live-work office peak hours" at 9:00AM, 10:00AM and 2:00PM. The project would provide 34 open-space parking stalls, and therefore, would also be able to accommodate this anticipated shared parking demand.

The analysis presented above utilizes the standard ULI methodology to reflect the maximum parking demand of the site when considering that the office component of the live-work units would experience its peak parking demand at different times of the day than the remaining uses on the site, particularly that of guests of the townhome residents and the individual residents of the live-work units. According to data provided in the ULI publication *Shared Parking, 2nd Edition*, office parking decreases drastically after 4:00 PM due to the onset of normal close of the business, while the demand for residential parking follows a complementary and reverse trend by increasing during the evening hours, rather than during the day.

The above analysis is also conservative because it assumes that 100% of the non-residential component of the live-work units would be office uses, which generate relatively high peak hour demands. It is likely that at least some of the live-work units may be used as artisanal studios. These users generate lower parking demand than office uses. However, even with this conservative assumption, the proposed parking supply would remain adequate to accommodate the anticipated shared parking demand of the site, particularly for the central open-space parking area of the site.

Table 11. Shared Parking Analysis

Weekday Shared Parking Analysis[1]

	Lampson Mixed-Use Community Development															WEEKDAY PEAK HOUR SHARED PARKING DEMAND		WEEKDAY PEAK HOUR SHARED PARKING SURPLUS	
LAND USE	Live-Work Units - *Residential*					Live-Work Units - *Office*					Townhomes - *Attached/Detached*								
	Residential, Owned					*General Office < 25,000 sq. ft.*					*Residential, Owned*								
Size	8 Units					3,200 SF					17 Units								
Unit Land Use	Guest		Resident		PEAK TOTAL	Visitor		Employee		PEAK TOTAL	Guest		Reserved		PEAK TOTAL				
Parking Ratio	0.15 /unit		1.5 /unit		**1.65 /UNIT**	0.30 /ksf		3.5 /ksf		**3.80 /KSF**	0.15 /unit		1.7 /unit		**1.85 /UNIT**				
Gross Demand	2 spaces		12 spaces		**14 Spaces**	1 spaces		12 spaces		**13 Spaces**	3 spaces		29 spaces		**32 Spaces**				
TIME OF DAY	% of Peak	# of Spaces	% of Peak	# of Spaces	TOTAL # OF SPACES	% of Peak	# of Spaces	% of Peak	# of Spaces	TOTAL # OF SPACES	% of Peak	# of Spaces	% of Peak	# of Spaces	TOTAL # OF SPACES	Qty.	%	Qty.	%
8:00 AM	20%	0	85%	10	11	20%	0	75%	9	9	20%	1	100%	29	30	50	17%	35	12%
9:00 AM	20%	0	80%	10	10	60%	1	95%	11	12	20%	1	100%	29	30	**52**	18%	**33**	11%
10:00 AM	20%	0	75%	9	9	100%	1	100%	12	13	20%	1	100%	29	30	**52**	18%	**33**	11%
11:00 AM	20%	0	70%	8	9	45%	0	100%	12	12	20%	1	100%	29	30	51	17%	34	12%
12:00 PM	20%	0	65%	8	8	15%	0	90%	11	11	20%	1	100%	29	30	49	17%	36	12%
1:00 PM	20%	0	70%	8	9	45%	0	90%	11	11	20%	1	100%	29	30	50	17%	35	12%
2:00 PM	20%	0	70%	8	9	100%	1	100%	12	13	20%	1	100%	29	30	**52**	18%	**33**	11%
3:00 PM	20%	0	70%	8	9	45%	0	100%	12	12	20%	1	100%	29	30	51	17%	34	12%
4:00 PM	20%	0	75%	9	9	15%	0	90%	11	11	20%	1	100%	29	30	50	17%	35	12%
5:00 PM	40%	1	85%	10	11	10%	0	50%	6	6	40%	1	100%	29	30	48	16%	37	13%
6:00 PM	60%	1	90%	11	12	5%	0	25%	3	3	60%	2	100%	29	31	46	16%	39	13%
7:00 PM	100%	2	97%	12	14	2%	0	10%	1	1	100%	3	100%	29	32	47	16%	38	13%
8:00 PM	100%	2	98%	12	14	1%	0	7%	1	1	100%	3	100%	29	32	47	16%	38	13%

Summary

Use	Size Qty	Size Unit	Parking Ratio	Estimated Demand @ Peak Hours 9:00AM	10:00AM	2:00PM	Total Available Parking Supply
Private/Reserved Parking							
Townhomes Residents	17	DU	1.7 Spaces/DU	29	29	29	
Live-Work Space — *Residential*	8	Units	1.65 Spaces/Unit	10	9	9	
				39	38	38	**50**
Shared Parking							
Townhome Guest Parking	17	DU	0.15 Spaces/DU	1	1	1	
Live-Work Space — *Office*	3,200	SF	3.80 Spaces/KSF	12	13	13	
				13	14	14	**34**

DU = Dwelling Unit KSF = 1,000 square feet of building area [1] Source: *Shared Parking, 2nd Edition*. Urban Land Institute (ULI)

When time of day factors are accounted for, and assuming that 100% of townhome residents utilize their assigned enclosed garage spaces to park (a condition which may be included as part of the project approval and later enforced by property management), then the estimated maximum shared parking demand in the open-space parking areas would be 14 vehicles on weekdays. Given the proposed supply of 34 open parking spaces, it is expected that the site plan as proposed would sufficiently be able to accommodate the peak parking demands of all uses throughout the week with a surplus of at least 11 spaces during all hours of the day, and is therefore consistent with the City's Municipal Shared Parking Requirements

6.0 CONCLUSION

- The project owner, *Max Capital, LLC*, has proposed to develop 25 townhomes on the north side of Lampson Avenue, approximately 40 feet east of Beach Boulevard in the City of Stanton. The existing parcels are currently occupied by three (3) single-family residential units and a pre-school facility (not in use) which will be completely replaced by the Project.

- The project is estimated to generate 11 AM peak hour project trips (2 inbound, 9 outbound) and 13 PM peak hour project trips (9 inbound, 4 outbound).

- The traffic impact analysis evaluated typical weekday AM and PM peak hour intersections operations at two (2) study intersections and one (1) future driveway adjacent to the project site.

- The results of the Existing (Year 2016) analysis shows that the signalized intersection of Beach Boulevard and Lampson Avenue is operating at a deficient level of service (LOS) "F" during the weekday AM and PM peak hours. The unsignalized "T" intersection at Lampson/San Marcos is operating at an acceptable LOS "A" during both peak hours.

- The anticipated Project Completion Year is late in 2017. Minagar & Associates, Inc. applied a conservative +1.0% annual growth factor to account for ambient traffic growth in the area prior to the opening of the Project. Evaluation of the Existing Plus Project and Opening Year (2017) Plus Project Conditions shows that none of the three study intersections would be significantly impacted by project-related traffic during the weekday peak hours.

- A shared parking study was conducted to quantify the degree of shared parking which would be experienced at this site, and to determine an acceptable reduction in the City of Stanton's conservative code-based parking requirement. In addition, a comparative parking code analysis for live-work uses in similar California public agencies was carried out. The findings of the parking code and shared parking evaluation revealed that the coupling of the staggered parking demands between the live-work office spaces and the on-going resident and guest parking activities, lends itself to allowing these uses to share parking spaces with one another, and that despite the parking shortfall based on the development code, no excess parking deficiencies would occur. Therefore, the shared parking demands of the site can be accommodated by the site plan as proposed within the central open-space 34 parking stalls.

- As the proposed development would impose a less-than-significant traffic impact on surrounding streets, the Project would not require off-site mitigation measures, would satisfy the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Stanton' General Plan.

APPENDIX A

Intersection Turning Movement Traffic Volume Count Sheets

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Client/Agency/Location:
City of Stanton, CA

File Name : 01_BeachBlvd#_LampsonAv
Site Code : 01
Start Date : 6/23/2016
Page No : 1

Groups Printed- Psgr Vehs

	Lampson Ave. Eastbound					Lampson Ave. Westbound					Beach Blvd. (CA-39) Northbound					Beach Blvd. (CA-39) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	91	103	68	1	263	78	79	28	2	187	57	485	16	1	559	19	742	37	3	801	1810
07:15 AM	44	98	49	9	200	45	103	31	2	181	54	567	9	1	631	18	981	49	9	1057	2069
07:30 AM	47	123	77	3	250	81	76	27	11	195	90	477	18	1	586	16	902	43	4	965	1996
07:45 AM	18	46	32	4	100	74	71	17	1	163	100	686	27	0	813	36	712	32	3	783	1859
Total	200	370	226	17	813	278	329	103	16	726	301	2215	70	3	2589	89	3337	161	19	3606	7734
08:00 AM	23	61	39	2	125	57	90	8	2	157	78	510	11	2	601	32	537	19	0	588	1471
08:15 AM	13	64	31	3	111	25	56	7	0	88	30	374	5	1	410	25	399	9	1	434	1043
08:30 AM	31	48	59	2	140	41	58	10	3	112	57	705	19	3	784	38	537	12	1	588	1624
08:45 AM	31	49	35	6	121	92	85	20	0	197	63	540	27	2	632	30	598	13	2	643	1593
Total	98	222	164	13	497	215	289	45	5	554	228	2129	62	8	2427	125	2071	53	4	2253	5731
*** BREAK ***																					
04:00 PM	48	123	70	2	243	61	80	19	11	171	51	610	51	10	722	39	781	36	4	860	1996
04:15 PM	48	128	55	7	238	62	120	30	2	214	44	620	41	0	705	41	690	52	6	789	1946
04:30 PM	98	170	88	6	362	56	75	20	1	152	49	674	42	0	765	38	709	28	2	777	2056
04:45 PM	81	93	54	7	235	73	101	30	2	206	45	638	25	2	710	81	817	45	4	947	2098
Total	275	514	267	22	1078	252	376	99	16	743	189	2542	159	12	2902	199	2997	161	16	3373	8096
05:00 PM	113	155	88	7	363	28	118	22	2	170	42	485	32	2	561	38	810	27	17	892	1986
05:15 PM	57	99	62	3	221	41	104	23	8	176	32	382	21	2	437	79	816	34	6	935	1769
05:30 PM	56	104	57	1	218	62	116	35	2	215	31	467	22	1	521	43	713	32	2	790	1744
05:45 PM	63	117	51	1	232	55	90	22	0	167	42	532	16	3	593	54	804	25	1	884	1876
Total	289	475	258	12	1034	186	428	102	12	728	147	1866	91	8	2112	214	3143	118	26	3501	7375
Grand Total	862	1581	915	64	3422	931	1422	349	49	2751	865	8752	382	31	10030	627	11548	493	65	12733	28936
Apprch %	25.2	46.2	26.7	1.9		33.8	51.7	12.7	1.8		8.6	87.3	3.8	0.3		4.9	90.7	3.9	0.5		
Total %	3	5.5	3.2	0.2	11.8	3.2	4.9	1.2	0.2	9.5	3	30.2	1.3	0.1	34.7	2.2	39.9	1.7	0.2	44	

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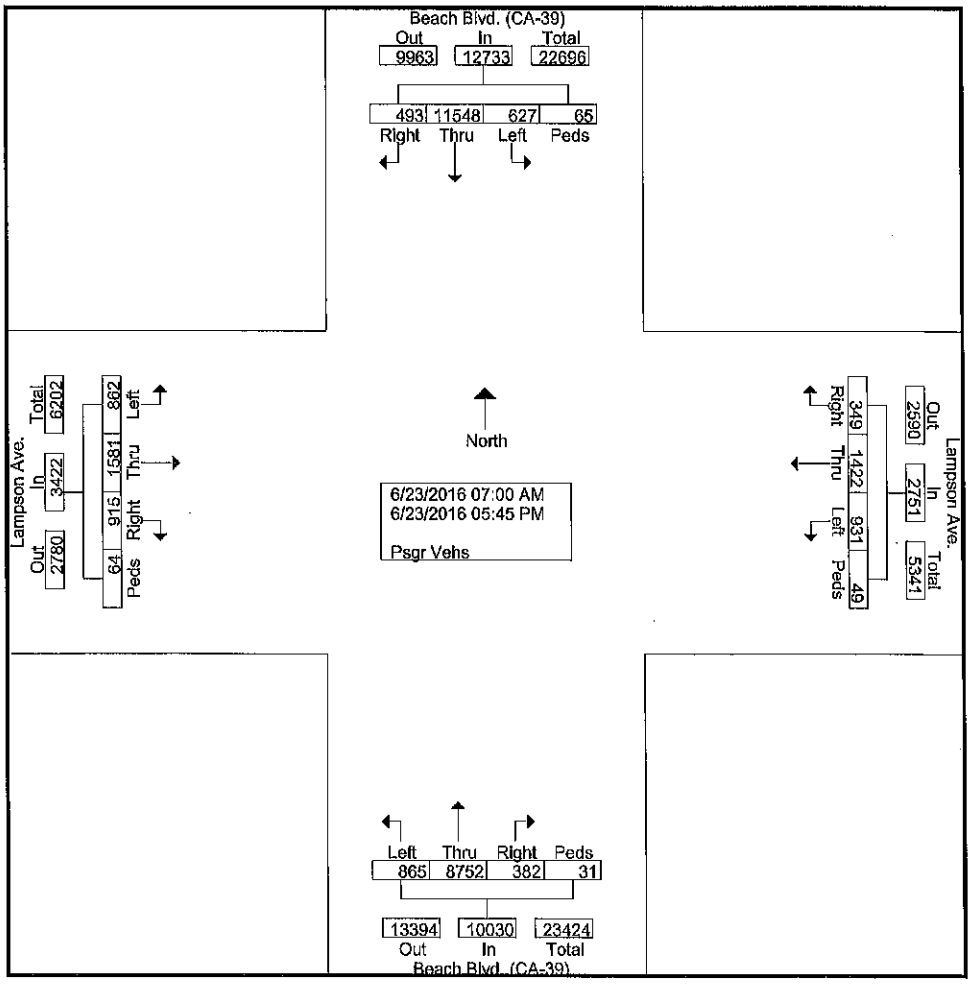

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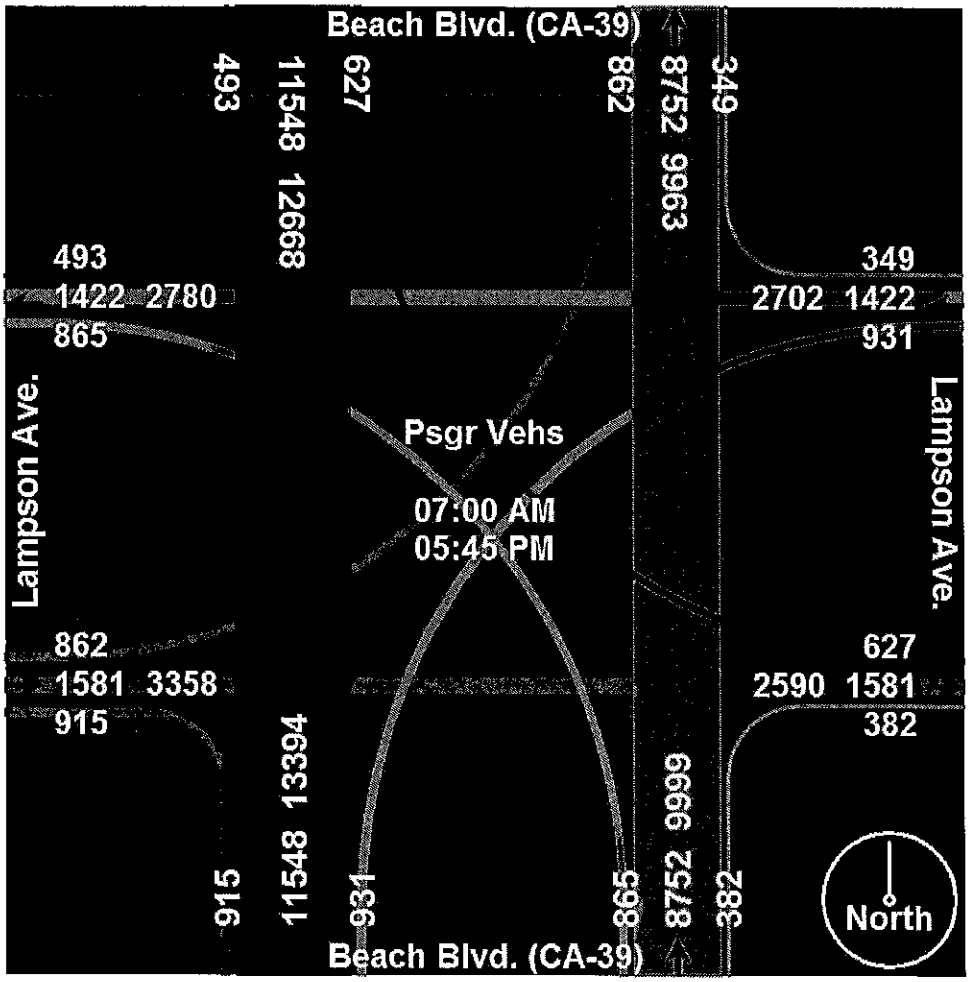

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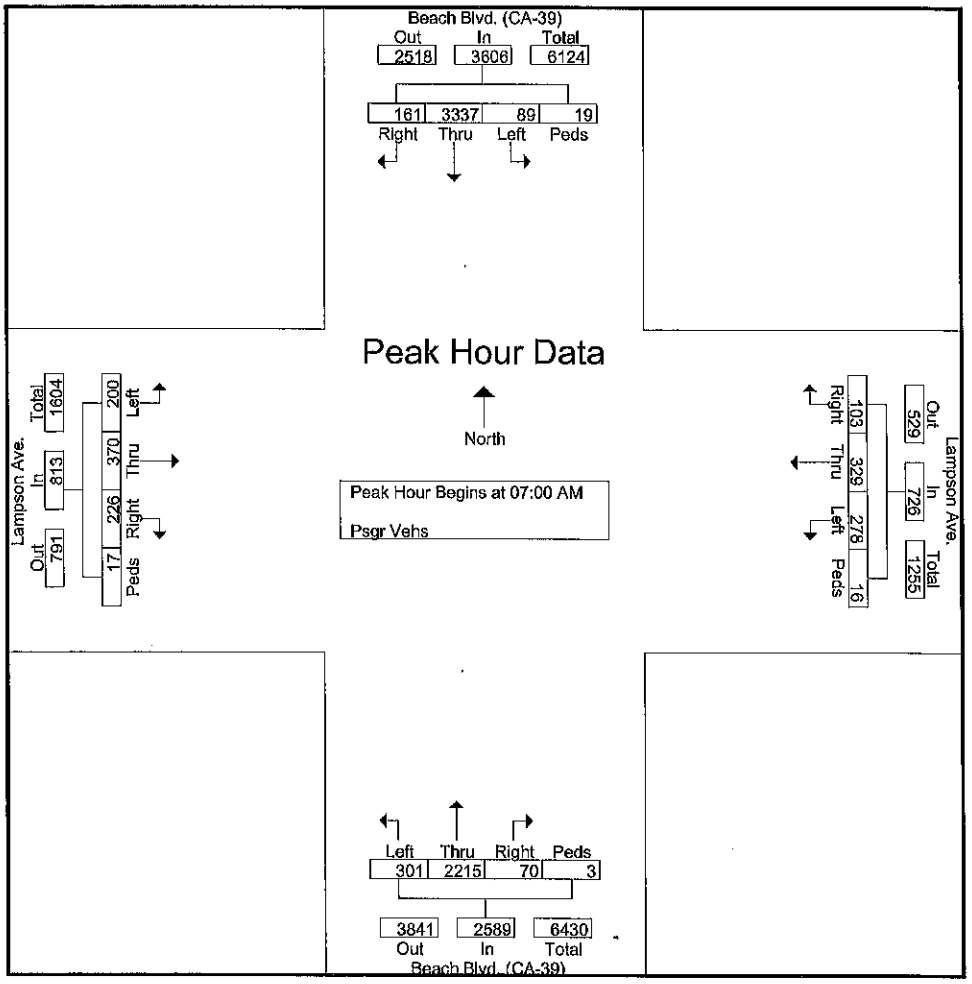
	Lampson Ave. Eastbound					Lampson Ave. Westbound					Beach Blvd. (CA-39) Northbound					Beach Blvd. (CA-39) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**91**	103	68	1	**263**	78	79	28	2	187	57	485	16	**1**	559	19	742	37	3	801	1810
07:15 AM	44	98	49	**9**	200	45	**103**	**31**	2	181	54	567	9	1	631	18	**981**	**49**	**9**	**1057**	**2069**
07:30 AM	47	**123**	**77**	3	250	**81**	76	27	**11**	**195**	90	477	18	1	586	16	902	43	4	965	1996
07:45 AM	18	46	32	4	100	74	71	17	1	163	**100**	**686**	**27**	0	**813**	**36**	712	32	3	783	1859
Total Volume	200	370	226	17	813	278	329	103	16	726	301	2215	70	3	2589	89	3337	161	19	3606	7734
% App. Total	24.6	45.5	27.8	2.1		38.3	45.3	14.2	2.2		11.6	85.6	2.7	0.1		2.5	92.5	4.5	0.5		
PHF	.549	.752	.734	.472	.773	.858	.799	.831	.364	.931	.753	.807	.648	.750	.796	.618	.850	.821	.528	.853	.935



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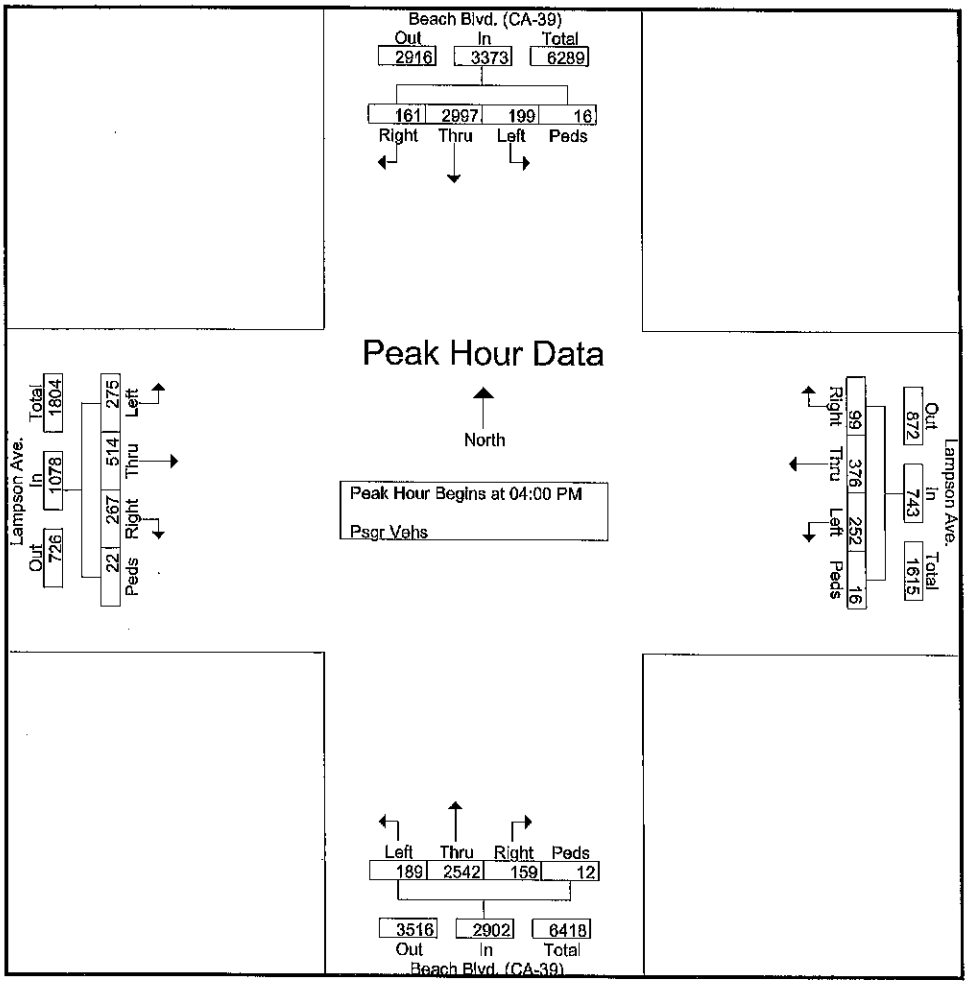
Client/Agency/Location:
City of Stanton, CA

File Name : 01_BeachBlvd#_LampsonAv
Site Code : 01
Start Date : 6/23/2016
Page No : 5

	Lampson Ave. Eastbound					Lampson Ave. Westbound					Beach Blvd. (CA-39) Northbound					Beach Blvd. (CA-39) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	48	123	70	2	243	61	80	19	11	171	51	610	51	10	722	39	781	36	4	860	1996
04:15 PM	48	128	55	7	238	62	120	30	2	214	44	620	41	0	705	41	690	52	6	789	1946
04:30 PM	98	170	88	6	362	56	75	20	1	152	49	674	42	0	765	38	709	28	2	777	2056
04:45 PM	81	93	54	7	235	73	101	30	2	206	45	638	25	2	710	81	817	45	4	947	2098
Total Volume	275	514	267	22	1078	252	376	99	16	743	189	2542	159	12	2902	199	2997	161	16	3373	8096
% App. Total	25.5	47.7	24.8	2		33.9	50.6	13.3	2.2		6.5	87.6	5.5	0.4		5.9	88.9	4.8	0.5		
PHF	.702	.756	.759	.786	.744	.863	.783	.825	.364	.868	.926	.943	.779	.300	.948	.614	.917	.774	.667	.890	.965



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File Name : 02_SanMarcosDr#_LampsonAv
Site Code : 02
Start Date : 6/28/2016
Page No : 1

Groups Printed- Psgr Vehs - Trucks

	Lampson Ave. Eastbound				Lampson Ave. Westbound				San Marcos Dr. Southbound				
Start Time	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
07:00 AM	0	62	0	62	92	0	0	92	0	5	0	5	159
07:15 AM	1	40	0	41	96	2	1	99	0	3	0	3	143
07:30 AM	20	82	0	102	147	2	0	149	0	6	0	6	257
07:45 AM	2	109	0	111	154	0	0	154	0	9	0	9	274
Total	23	293	0	316	489	4	1	494	0	23	0	23	833
08:00 AM	3	92	0	95	120	0	0	120	0	4	0	4	219
08:15 AM	5	62	0	67	112	1	0	113	2	5	0	7	187
08:30 AM	9	71	0	80	131	0	0	131	1	6	0	7	218
08:45 AM	1	85	0	86	147	2	0	149	1	5	0	6	241
Total	18	310	0	328	510	3	0	513	4	20	0	24	865
*** BREAK ***													
04:00 PM	8	136	0	144	131	2	0	133	3	7	0	10	287
04:15 PM	6	98	0	104	117	3	0	120	0	1	0	1	225
04:30 PM	2	117	0	119	90	1	0	91	0	1	0	1	211
04:45 PM	4	134	0	138	102	4	0	106	1	3	0	4	248
Total	20	485	0	505	440	10	0	450	4	12	0	16	971
05:00 PM	9	248	0	257	178	3	0	181	1	5	0	6	444
05:15 PM	11	320	0	331	210	3	0	213	2	8	0	10	554
05:30 PM	7	223	0	230	158	0	0	158	1	5	0	6	394
05:45 PM	8	178	0	186	127	3	0	130	0	1	0	1	317
Total	35	969	0	1004	673	9	0	682	4	19	0	23	1709
Grand Total	96	2057	0	2153	2112	26	1	2139	12	74	0	86	4378
Apprch %	4.5	95.5	0		98.7	1.2	0		14	86	0		
Total %	2.2	47	0	49.2	48.2	0.6	0	48.9	0.3	1.7	0	2	
Psgr Vehs	96	2057	0	2153	2112	26	1	2139	12	74	0	86	4378
% Psgr Vehs	100	100	0	100	100	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

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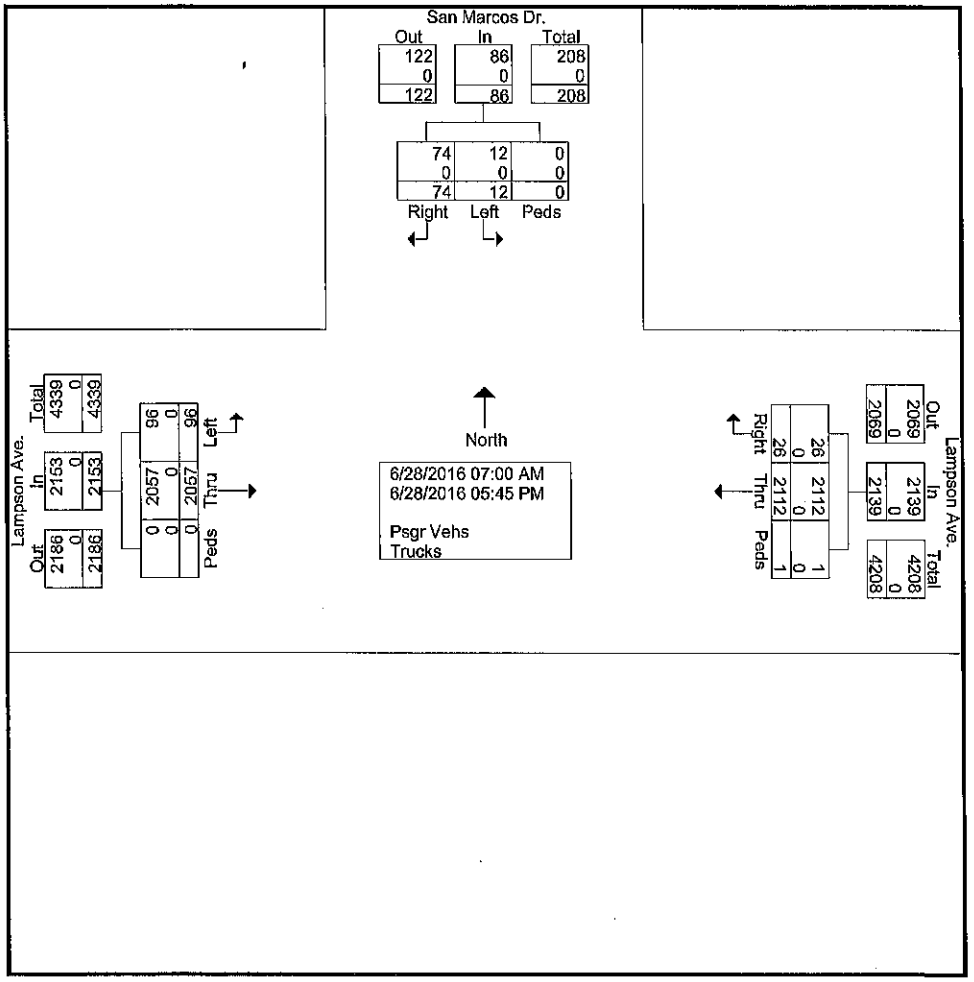
File Name : 02_SanMarcosDr#_LampsonAv
Site Code : 02
Start Date : 6/28/2016
Page No : 2



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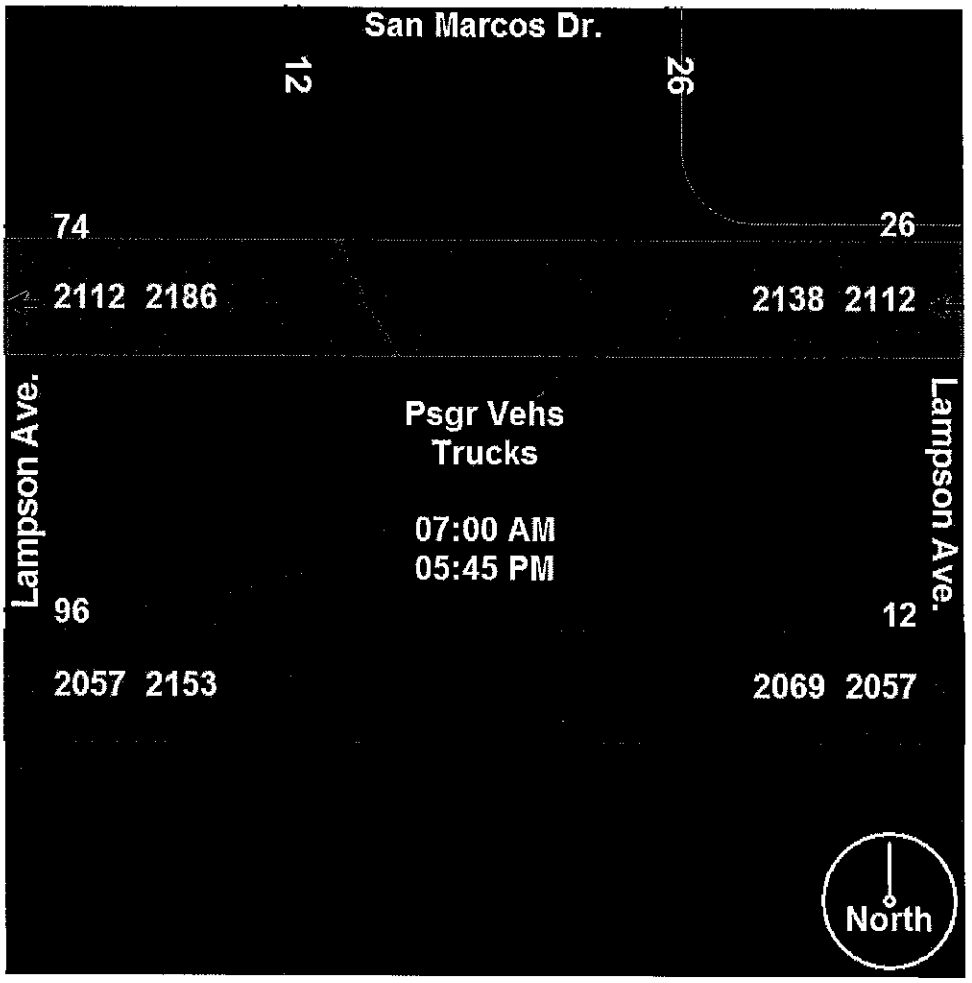
File Name : 02_SanMarcosDr#_LampsonAv
Site Code : 02
Start Date : 6/28/2016
Page No : 3



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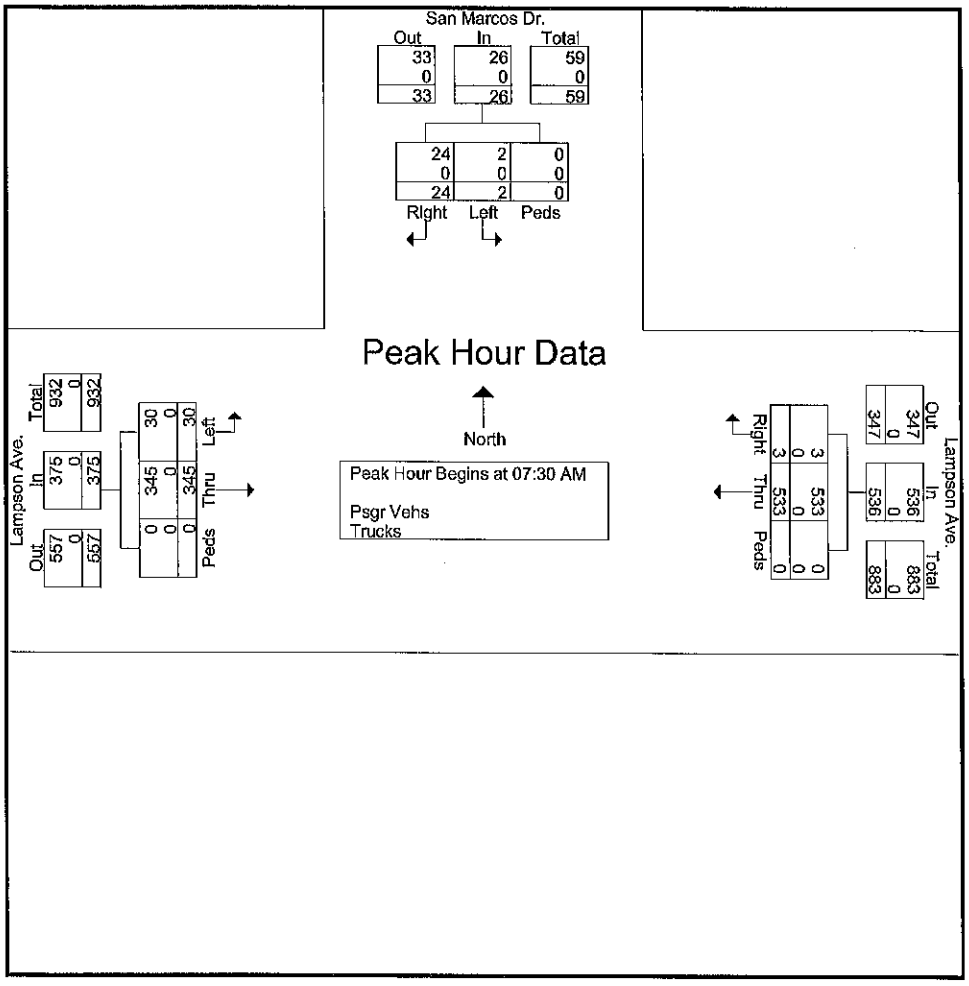
File Name : 02_SanMarcosDr#_LampsonAv
Site Code : 02
Start Date : 6/28/2016
Page No : 4

	Lampson Ave. Eastbound				Lampson Ave. Westbound				San Marcos Dr. Southbound				
Start Time	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	**20**	82	0	102	147	**2**	0	149	0	6	0	6	257
07:45 AM	2	**109**	0	**111**	**154**	0	0	**154**	0	**9**	0	**9**	**274**
08:00 AM	3	92	0	95	120	0	0	120	0	4	0	4	219
08:15 AM	5	62	0	67	112	1	0	113	**2**	5	0	7	187
Total Volume	30	345	0	375	533	3	0	536	2	24	0	26	937
% App. Total	8	92	0		99.4	0.6	0		7.7	92.3	0		
PHF	.375	.791	.000	.845	.865	.375	.000	.870	.250	.667	.000	.722	.855
Psgr Vehs	30	345	0	375	533	3	0	536	2	24	0	26	937
% Psgr Vehs	100	100	0	100	100	100	0	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0



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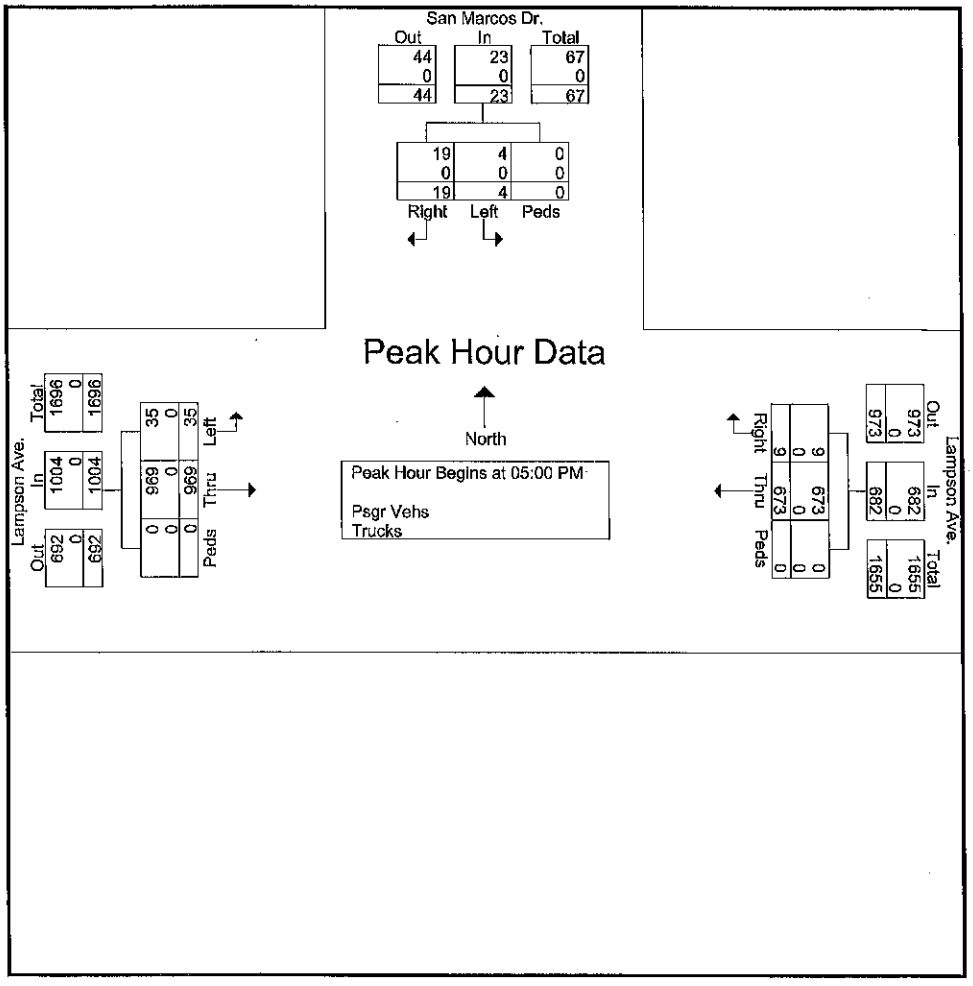
File Name : 02_SanMarcosDr#_LampsonAv
Site Code : 02
Start Date : 6/28/2016
Page No : 5

	Lampson Ave. Eastbound				Lampson Ave. Westbound				San Marcos Dr. Southbound				
Start Time	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	9	248	0	257	178	3	0	181	1	5	0	6	444
05:15 PM	**11**	**320**	0	**331**	**210**	3	0	**213**	**2**	**8**	0	**10**	**554**
05:30 PM	7	223	0	230	158	0	0	158	1	5	0	6	394
05:45 PM	8	178	0	186	127	3	0	130	0	1	0	1	317
Total Volume	35	969	0	1004	673	9	0	682	4	19	0	23	1709
% App. Total	3.5	96.5	0		98.7	1.3	0		17.4	82.6	0		
PHF	.795	.757	.000	.758	.801	.750	.000	.800	.500	.594	.000	.575	.771
Psgr Vehs	35	969	0	1004	673	9	0	682	4	19	0	23	1709
% Psgr Vehs	100	100	0	100	100	100	0	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX B

Intersection Capacity Utilization (ICU) Level of Service (LOS) Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	370	226	278	329	103	301	2215	70	89	3337	161
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	200	596	0	278	432	0	301	2285	0	89	3498	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3053	0	3136	3121	0	1615	6146	0	1615	6132	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	14.9	23.4	0.0	10.6	16.6	0.0	22.4	44.6	0.0	6.6	68.5	0.0
Adj Reference Time (s)	18.9	27.4	0.0	14.6	20.6	0.0	26.4	48.6	0.0	10.6	72.5	0.0
Permitted Option												
Adj Saturation A (vph)	108	1526		105	1561		108	1537		108	1533	
Reference Time A (s)	222.9	23.4		159.5	16.6		335.5	44.6		99.2	68.5	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		222.9			159.5			335.5			99.2	
Adj Reference Time (s)		226.9			163.5			339.5			103.2	
Split Option												
Ref Time Combined (s)	14.9	23.4		10.6	16.6		22.4	44.6		6.6	68.5	
Ref Time Seperate (s)	14.9	14.5		10.6	12.6		22.4	43.2		6.6	65.3	
Reference Time (s)	23.4	23.4		16.6	16.6		44.6	44.6		68.5	68.5	
Adj Reference Time (s)	27.4	27.4		20.6	20.6		48.6	48.6		72.5	72.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	42.1	98.8	
Permitted Option (s)	226.9	339.5	
Split Option (s)	48.0	121.1	
Minimum (s)	42.1	98.8	140.9

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	117.4%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	30	345	533	3	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	345	533	3	2	24

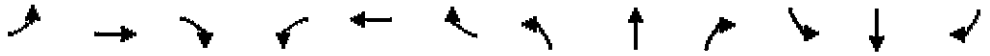
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	938	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	405	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1035	-	-	-	293	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	673	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1035	-	-	-	285	547
Mov Capacity-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1035	-	-	-	412	547
HCM Lane V/C Ratio	0.029	-	-	-	0.005	0.044
HCM Control Delay (s)	8.582	-	-	-	13.8	11.9
HCM Lane LOS	A				B	B
HCM 95th %tile Q(veh)	0.089	-	-	-	0.015	0.137

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	275	514	267	252	376	99	189	2545	159	199	2997	167
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	275	781	0	252	475	0	189	2704	0	199	3164	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3071	0	3136	3136	0	1615	6120	0	1615	6126	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	20.4	30.5	0.0	9.6	18.2	0.0	14.0	53.0	0.0	14.8	62.0	0.0
Adj Reference Time (s)	24.4	34.5	0.0	13.6	22.2	0.0	18.0	57.0	0.0	18.8	66.0	0.0
Permitted Option												
Adj Saturation A (vph)	108	1535		105	1568		108	1530		108	1531	
Reference Time A (s)	306.5	30.5		144.6	18.2		210.7	53.0		221.8	62.0	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		306.5			144.6			210.7			221.8	
Adj Reference Time (s)		310.5			148.6			214.7			225.8	
Split Option												
Ref Time Combined (s)	20.4	30.5		9.6	18.2		14.0	53.0		14.8	62.0	
Ref Time Seperate (s)	20.4	20.1		9.6	14.4		14.0	49.9		14.8	58.7	
Reference Time (s)	30.5	30.5		18.2	18.2		53.0	53.0		62.0	62.0	
Adj Reference Time (s)	34.5	34.5		22.2	22.2		57.0	57.0		66.0	66.0	

Summary	EB WB	NB SB	Combined
Protected Option (s)	48.2	84.0	
Permitted Option (s)	310.5	225.8	
Split Option (s)	56.7	123.0	
Minimum (s)	48.2	84.0	132.2

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	110.2%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	35	969	673	9	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	969	673	9	4	19

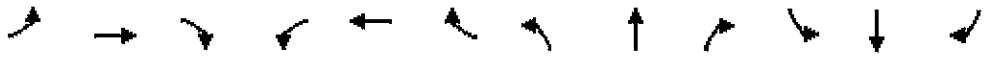
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	673	0	-	0	1712	673
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	1039	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	918	-	-	-	100	455
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	341	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	918	-	-	-	96	455
Mov Capacity-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	328	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	918	-	-	-	223	455
HCM Lane V/C Ratio	0.038	-	-	-	0.018	0.042
HCM Control Delay (s)	9.077	-	-	-	21.4	13.3
HCM Lane LOS	A				C	B
HCM 95th %tile Q(veh)	0.119	-	-	-	0.055	0.13

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	371	226	281	333	104	301	2215	70	90	3337	161
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	200	597	0	281	437	0	301	2285	0	90	3498	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3053	0	3136	3121	0	1615	6146	0	1615	6132	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	14.9	23.5	0.0	10.8	16.8	0.0	22.4	44.6	0.0	6.7	68.5	0.0
Adj Reference Time (s)	18.9	27.5	0.0	14.8	20.8	0.0	26.4	48.6	0.0	10.7	72.5	0.0
Permitted Option												
Adj Saturation A (vph)	108	1527		105	1561		108	1537		108	1533	
Reference Time A (s)	222.9	23.5		161.3	16.8		335.5	44.6		100.3	68.5	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		222.9			161.3			335.5			100.3	
Adj Reference Time (s)		226.9			165.3			339.5			104.3	
Split Option												
Ref Time Combined (s)	14.9	23.5		10.8	16.8		22.4	44.6		6.7	68.5	
Ref Time Seperate (s)	14.9	14.6		10.8	12.8		22.4	43.2		6.7	65.3	
Reference Time (s)	23.5	23.5		16.8	16.8		44.6	44.6		68.5	68.5	
Adj Reference Time (s)	27.5	27.5		20.8	20.8		48.6	48.6		72.5	72.5	

Summary	EB WB	NB SB	Combined
Protected Option (s)	42.2	98.8	
Permitted Option (s)	226.9	339.5	
Split Option (s)	48.3	121.1	
Minimum (s)	42.2	98.8	141.0

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	117.5%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	30	346	533	3	2	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	346	533	3	2	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	939	533
Stage 1	-	-	-	-	533	-
Stage 2	-	-	-	-	406	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1035	-	-	-	293	547
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	673	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1035	-	-	-	285	547
Mov Capacity-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1035	-	-	-	285	547
HCM Lane V/C Ratio	0.029	-	-	-	0.007	0.044
HCM Control Delay (s)	8.582	-	-	-	17.7	11.9
HCM Lane LOS	A				C	B
HCM 95th %tile Q(veh)	0.089	-	-	-	0.021	0.137

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	375	557	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	375	557	0	1	8

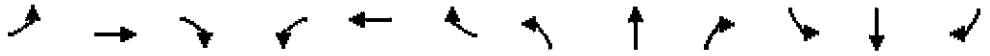
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	557	0	-	0	936	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	379	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1014	-	-	-	294	530
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	692	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1014	-	-	-	293	530
Mov Capacity-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1014	-	-	-	515
HCM Lane V/C Ratio	0.002	-	-	-	0.017
HCM Control Delay (s)	8.557	-	-	-	12.1
HCM Lane LOS	A				B
HCM 95th %tile Q(veh)	0.006	-	-	-	0.053

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	202	374	228	281	332	104	304	2237	71	90	3370	163
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	202	602	0	281	436	0	304	2308	0	90	3533	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3053	0	3136	3121	0	1615	6146	0	1615	6132	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	15.0	23.7	0.0	10.7	16.8	0.0	22.6	45.1	0.0	6.7	69.1	0.0
Adj Reference Time (s)	19.0	27.7	0.0	14.7	20.8	0.0	26.6	49.1	0.0	10.7	73.1	0.0
Permitted Option												
Adj Saturation A (vph)	108	1526		105	1561		108	1537		108	1533	
Reference Time A (s)	225.1	23.7		161.1	16.8		338.8	45.1		100.2	69.1	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		225.1			161.1			338.8			100.2	
Adj Reference Time (s)		229.1			165.1			342.8			104.2	
Split Option												
Ref Time Combined (s)	15.0	23.7		10.7	16.8		22.6	45.1		6.7	69.1	
Ref Time Seperate (s)	15.0	14.7		10.7	12.8		22.6	43.7		6.7	66.0	
Reference Time (s)	23.7	23.7		16.8	16.8		45.1	45.1		69.1	69.1	
Adj Reference Time (s)	27.7	27.7		20.8	20.8		49.1	49.1		73.1	73.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	42.4	99.7	
Permitted Option (s)	229.1	342.8	
Split Option (s)	48.4	122.2	
Minimum (s)	42.4	99.7	142.1

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	118.4%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	35	969	674	9	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	969	674	9	4	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	1713	674
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	1039	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	917	-	-	-	99	455
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	341	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	917	-	-	-	95	455
Mov Capacity-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	506	-
Stage 2	-	-	-	-	328	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	917	-	-	-	95	455
HCM Lane V/C Ratio	0.038	-	-	-	0.042	0.042
HCM Control Delay (s)	9.082	-	-	-	44.6	13.3
HCM Lane LOS	A				E	B
HCM 95th %tile Q(veh)	0.119	-	-	-	0.13	0.13

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	8	1004	692	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1004	692	1	0	4

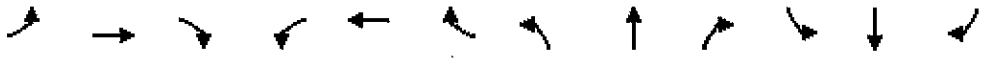
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1712	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	1020	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	903	-	-	-	100	444
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	348	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	903	-	-	-	99	444
Mov Capacity-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	345	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	903	-	-	-	444
HCM Lane V/C Ratio	0.009	-	-	-	0.009
HCM Control Delay (s)	9.022	-	-	-	13.2
HCM Lane LOS	A				B
HCM 95th %tile Q(veh)	0.027	-	-	-	0.027

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	278	519	270	255	380	100	191	2570	161	201	3027	169
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	278	789	0	255	480	0	191	2731	0	201	3196	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3071	0	3136	3136	0	1615	6120	0	1615	6126	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	20.6	30.8	0.0	9.7	18.4	0.0	14.2	53.6	0.0	14.9	62.6	0.0
Adj Reference Time (s)	24.6	34.8	0.0	13.7	22.4	0.0	18.2	57.6	0.0	18.9	66.6	0.0
Permitted Option												
Adj Saturation A (vph)	108	1535		105	1568		108	1530		108	1531	
Reference Time A (s)	309.6	30.8		146.1	18.4		212.8	53.6		224.0	62.6	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		309.6			146.1			212.8			224.0	
Adj Reference Time (s)		313.6			150.1			216.8			228.0	
Split Option												
Ref Time Combined (s)	20.6	30.8		9.7	18.4		14.2	53.6		14.9	62.6	
Ref Time Seperate (s)	20.6	20.3		9.7	14.5		14.2	50.4		14.9	59.3	
Reference Time (s)	30.8	30.8		18.4	18.4		53.6	53.6		62.6	62.6	
Adj Reference Time (s)	34.8	34.8		22.4	22.4		57.6	57.6		66.6	66.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	48.6	84.8	
Permitted Option (s)	313.6	228.0	
Split Option (s)	57.2	124.2	
Minimum (s)	48.6	84.8	133.3

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	111.1%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	35	969	673	9	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	979	680	9	4	19

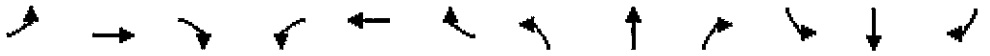
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	680	0	-	0	1729	680
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	1049	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	912	-	-	-	97	451
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	337	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	912	-	-	-	93	451
Mov Capacity-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	912	-	-	-	220	451
HCM Lane V/C Ratio	0.039	-	-	-	0.018	0.043
HCM Control Delay (s)	9.106	-	-	-	21.7	13.3
HCM Lane LOS	A				C	B
HCM 95th %tile Q(veh)	0.121	-	-	-	0.056	0.133

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	202	374	228	281	332	104	304	2237	71	90	3370	163
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	202	602	0	281	436	0	304	2308	0	90	3533	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.94	0.85	0.95	0.96	0.85	0.95	1.00	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3053	0	3136	3121	0	1615	6146	0	1615	6132	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	15.0	23.7	0.0	10.7	16.8	0.0	22.6	45.1	0.0	6.7	69.1	0.0
Adj Reference Time (s)	19.0	27.7	0.0	14.7	20.8	0.0	26.6	49.1	0.0	10.7	73.1	0.0
Permitted Option												
Adj Saturation A (vph)	108	1526		105	1561		108	1537		108	1533	
Reference Time A (s)	225.1	23.7		161.1	16.8		338.8	45.1		100.2	69.1	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		225.1			161.1			338.8			100.2	
Adj Reference Time (s)		229.1			165.1			342.8			104.2	
Split Option												
Ref Time Combined (s)	15.0	23.7		10.7	16.8		22.6	45.1		6.7	69.1	
Ref Time Seperate (s)	15.0	14.7		10.7	12.8		22.6	43.7		6.7	66.0	
Reference Time (s)	23.7	23.7		16.8	16.8		45.1	45.1		69.1	69.1	
Adj Reference Time (s)	27.7	27.7		20.8	20.8		49.1	49.1		73.1	73.1	

Summary	EB WB	NB SB	Combined
Protected Option (s)	42.4	99.7	
Permitted Option (s)	229.1	342.8	
Split Option (s)	48.4	122.2	
Minimum (s)	42.4	99.7	142.1

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	118.4%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	30	346	533	3	2	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	349	538	3	2	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	538	0	-	0	948	538
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	410	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1030	-	-	-	289	543
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	670	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	1030	-	-	-	281	543
Mov Capacity-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	650	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	12

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1030	-	-	-	281	543
HCM Lane V/C Ratio	0.029	-	-	-	0.007	0.048
HCM Control Delay (s)	8.601	-	-	-	17.9	12
HCM Lane LOS	A				C	B
HCM 95th %tile Q(veh)	0.091	-	-	-	0.022	0.152

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	2	378	570	0	1	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	382	576	0	1	8

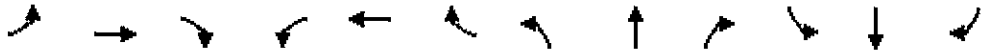
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	576	0	-	0	962	576
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	386	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	997	-	-	-	284	517
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	687	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	997	-	-	-	283	517
Mov Capacity-2 Maneuver	-	-	-	-	409	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	997	-	-	-	502
HCM Lane V/C Ratio	0.002	-	-	-	0.018
HCM Control Delay (s)	8.618	-	-	-	12.3
HCM Lane LOS	A				B
HCM 95th %tile Q(veh)	0.006	-	-	-	0.055

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	278	524	270	256	382	101	191	2570	162	203	3027	169
Pedestrians												
Ped Button												
Pedestrian Timing (s)												
Free Right			No			No			No			No
Ideal Flow	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120	120	120	120	120	120	120
Volume Combined (vph)	278	794	0	256	483	0	191	2732	0	203	3196	0
Lane Utilization Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Turning Factor (vph)	0.95	0.95	0.85	0.95	0.97	0.85	0.95	0.99	0.85	0.95	0.99	0.85
Saturated Flow (vph)	1615	3072	0	3136	3135	0	1615	6120	0	1615	6126	0
Ped Intf Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pedestrian Frequency (%)		0.00			0.00			0.00			0.00	
Protected Option Allowed		Yes			Yes			Yes			Yes	
Reference Time (s)	20.6	31.0	0.0	9.8	18.5	0.0	14.2	53.6	0.0	15.1	62.6	0.0
Adj Reference Time (s)	24.6	35.0	0.0	13.8	22.5	0.0	18.2	57.6	0.0	19.1	66.6	0.0
Permitted Option												
Adj Saturation A (vph)	108	1536		105	1568		108	1530		108	1531	
Reference Time A (s)	309.6	31.0		146.7	18.5		212.8	53.6		226.3	62.6	
Adj Saturation B (vph	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time B (s)	NA	NA		NA	NA		NA	NA		NA	NA	
Reference Time (s)		309.6			146.7			212.8			226.3	
Adj Reference Time (s)		313.6			150.7			216.8			230.3	
Split Option												
Ref Time Combined (s)	20.6	31.0		9.8	18.5		14.2	53.6		15.1	62.6	
Ref Time Seperate (s)	20.6	20.5		9.8	14.6		14.2	50.4		15.1	59.3	
Reference Time (s)	31.0	31.0		18.5	18.5		53.6	53.6		62.6	62.6	
Adj Reference Time (s)	35.0	35.0		22.5	22.5		57.6	57.6		66.6	66.6	

Summary	EB WB	NB SB	Combined
Protected Option (s)	48.8	84.8	
Permitted Option (s)	313.6	230.3	
Split Option (s)	57.5	124.2	
Minimum (s)	48.8	84.8	133.6

Right Turns	
Adj Reference Time (s)	
Cross Thru Ref Time (s)	
Oncoming Left Ref Time (s)	
Combined (s)	

Intersection Summary			
Intersection Capacity Utilization	111.3%	ICU Level of Service	H

Reference Times and Phasing Options do not represent an optimized timing plan.

Intersection	
Intersection Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	35	969	674	9	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	0	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	979	681	9	4	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	681	0	-	0	1730	681
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	1049	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	912	-	-	-	97	450
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	337	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	912	-	-	-	93	450
Mov Capacity-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	324	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	19

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	912	-	-	-	93	450
HCM Lane V/C Ratio	0.039	-	-	-	0.043	0.043
HCM Control Delay (s)	9.106	-	-	-	45.5	13.4
HCM Lane LOS	A				E	B
HCM 95th %tile Q(veh)	0.121	-	-	-	0.135	0.133

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	8	1014	699	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1024	706	1	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	706	0	-	0	1746	706
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	1040	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	892	-	-	-	95	436
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	341	-
Time blocked-Platoon, %		-	-	-		
Mov Capacity-1 Maneuver	892	-	-	-	94	436
Mov Capacity-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	338	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13

Minor Lane / Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	892	-	-	-	436
HCM Lane V/C Ratio	0.009	-	-	-	0.009
HCM Control Delay (s)	9.073	-	-	-	13.3
HCM Lane LOS	A				B
HCM 95th %tile Q(veh)	0.027	-	-	-	0.028

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

APPENDIX C

Stanton Municipal Code
Section 20.320.030 and 20.320.040

20.320.030 Number of Off-Street Parking Spaces Required

A. Minimum standards. Off-street parking shall be provided in compliance with Table 3-6 (Off-Street Parking Space Requirements). The standards shall be considered the minimum required to preserve the public health, safety, and welfare, and the review authority may require more extensive parking.

B. Calculation metrics.

1. Where a parking requirement is based on floor area in square feet (for example: 1 space for each 1,000 sq ft), "sq ft" shall mean square feet of gross floor area.

2. References to spaces per occupant shall be calculated on the basis of maximum occupancy approved by the Fire Chief.

3. Any fraction greater than or equal to 0.50 shall be rounded up to the nearest whole number. No additional parking or loading space shall be required for a fractional unit of less than 0.50.

C. Complementary uses. A single use with accessory components shall provide parking for each component. For example, a hotel with a gift shop shall provide space for both program elements.

D. Multiple uses. If more than one use is located on a site, the number of off-street parking spaces and loading spaces shall equal the sum of the spaces required for each individual use. This standard applies not only to multiple uses under separate ownership but also to multiple uses in the same ownership. For shared parking, see Section 20.320.040 (Adjustments to Parking Requirements). If the gross floor area of individual uses on the same site is less than that for which loading spaces would be required, but the aggregate gross floor area of all uses is greater than the minimum for which loading spaces would be required, the aggregate gross floor area shall be used in determining the required number of loading spaces.

E. Alteration, enlargement, or change of occupancy. The number of parking spaces or loading spaces required for an alteration or enlargement of an existing use or structure, or for a change of occupancy, shall be in addition to the number of spaces existing before the alteration, enlargement, or change of occupancy unless the pre-existing number is greater than the number prescribed in this Chapter. In this case, the number of spaces in excess of the prescribed minimum shall be counted in determining the required number of parking or loading spaces.

F. Reserved parking spaces. A parking space designated toward providing the minimum parking requirements shall be not reserved in the name or title of a specific individual for the exclusive use of the individual. Parking areas or spaces designated toward providing minimum parking requirements may be reserved or designated in the name of an occupant within a building for the joint use of the occupant and the patrons of the occupant, or reserved for the use of employees of the occupant. The maximum number of reserved parking spaces per occupant shall not exceed 10 spaces.

G. Unlisted uses. The Director shall determine off-street parking requirements for unlisted uses based on requirements for comparable uses and the particular characteristics of the unlisted use.

Table 3-6 Off-Street Parking Space Requirements

Description of Use	Required Number of Spaces (1) *See Section 20.320.030.B (Calculation Metrics).*
Agricultural and Open Space Uses	
Community Garden	1 space/5,000 sq ft of lot area
Market Farm	Per Temporary Use Permit (Chapter 20.540)
Produce Stand	3 spaces/1,000 sq ft
Residential Uses	***Covered space = Carport; Enclosed space = Garage***

Boarding House	1 covered space per rooming unit
Caretaker Housing	1 covered space/unit
Home Occupation	Space(s) required for dwelling unit only
Live-Work Units (Residential Component)	2 covered spaces/unit
Mixed-Use Development (Residential Component)	2 covered spaces/dwelling unit
Single-Family Dwelling	1 bedroom: 2 enclosed spaces 2 bedroom: 3 spaces (at least 2 enclosed) 3-4 bedrooms: 4 spaces (at least 2 enclosed) 5+ bedrooms: 4 spaces (at least 2 enclosed) + 0.5 spaces per additional bedroom
Single-Family Dwelling - Cluster, Subdivisions and Condominiums	In addition to required parking spaces per bedroom in a single family dwelling, one parking space for every three dwelling units must also be provided for guest parking purposes.
Multi-Family Dwellings	Studio: 1 space 1-bedroom: 2 spaces 2-bedroom: 2.75 spaces 3-bedroom: 3.5 spaces 4 or more bedrooms: 4 spaces + 0.5 per additional bedroom Guest Parking: 1 space for every 3 dwelling units
Mobile Home Park	2 spaces/trailer site; 1 guest space/5 trailer sites
Second Dwelling Units	1 covered space/bedroom; minimum 2 spaces

Table 3-6 Off-Street Parking Space Requirements (cont'd)

Description of Use	**Required Number of Spaces (1)** *See Section 20.320.030.B (Calculation Metrics).*
Senior Residential Projects	1 covered space/unit; and 1 uncovered space/5 units for guest parking
Single-Room Occupancy (SRO) Facilities	1 space/2 rooms
Care Uses	
Convalescent hospital, rest home, sanitarium	1.5 spaces/150 sq ft of sleeping area
Day Care Home - Small Child (Up to 8)	Spaces required for dwelling unit only
Day Care Home - Large Child (9-14)	2 spaces/site for drop-off and pick-up purposes (in addition to spaces required for dwelling unit)
Day Care Home - Small Adult (Up to 6)	Spaces required for dwelling unit only.
Day Care Home - Large Adult (7-14)	2 spaces/site for drop-off and pick-up purposes (in addition to spaces required for dwelling unit)
Day Care Center (15 + children/adults)	1 space/2 employees with a minimum of 3 spaces; and 1 space/10 children/adults based on facility capacity
Emergency Shelters	1 uncovered space/5 beds; and 1 space/employee
Residential Care Home (up to 6)	Spaces required for dwelling unit only
Residential Care Facility for the Elderly	1 covered space/unit; and 1 uncovered space/5 every units for guest parking
	Same as for single-family housing if 6 or fewer persons; same as for multi-family housing

Supportive Housing	if 7 or more persons
Transitional Housing	Same as for single-family housing if 6 or fewer persons; same as for multi-family housing if 7 or more persons
Education, Recreation, and Public Assembly Uses	
All uses listed under "Education, Recreation, and Public Assembly Uses" in use tables in Article 2, except for the following:	1 space/50 sq ft; or 1 space/4 fixed seats (18" lineal bench = 1 seat)
Adult-Oriented Business	1 space/2 occupants per allowable occupant load as established by the Fire Chief; and 1 space/employee or independent contractor on maximum shift
Assembly/Meeting Facilities	1 space/4 fixed seats (18" lineal bench = 1 seat); 1 space/50 sq ft of assembly area where there are no fixed seats; and 1 space/employee
Clubs and Lodges (Union halls, lodges, clubs)	1 space/50 sq ft of gross assembly floor area
Bingo Game Operations	1 space/250 sq ft
Commercial Recreation Facility - Indoor, except for the following:	Determined by Conditional Use Permit based on cumulative uses (Chapter 20.550)
Arcades	1 space/250 sq ft
Billiards/pool halls	2 spaces/table; and 1 space/employee with bar/restaurant uses calculated separately.
Bowling alley	3 spaces/lane, with restaurant uses calculated separately
Dance halls	1 space/7 sq ft gross dance floor area; and 1 space/100 sq ft
Family	As required by Minor Use Permit (Chapter 20.550)
Commercial Recreation Facility - Outdoor, except for the following:	Determined by Conditional Use Permit based on cumulative uses (Chapter 20.550)
Driving range	1 space/tee, with other uses calculated separately
Golf course - Regulation & pitch/putt	6 spaces/hole, with other uses calculated separately; 1 space/200 sq ft gross recreation floor area
Miniature golf	1.5 spaces/hole, with other uses calculated separately
Swimming pool - commercial	1 space per 3 persons based on maximum capacity with other uses calculated separately

Table 3-6 Off-Street Parking Space Requirements (cont'd)

Description of Use	**Required Number of Spaces (1)** *See Section 20.320.030.B (Calculation Metrics).*
Tennis courts	3 spaces/court, with other uses calculated separately
Historic Landmark	Determined by Conditional Use Permit (Chapter 20.550)
Recreational Vehicle Park	1 space/employee; 1 RV space/lot; 1 space/RV lot, not including RV space; 1 guest space/10 RV lots
Schools - Academic	
Elementary school	2 spaces/classroom
Junior high school and high school	1.5 spaces/classroom; and 1 space/10 students
College or university	1 space/employee; and 4 spaces/10 students based on maximum classroom capacity
Schools - Specialty	1 space/classroom; and 1 space/5 students, based on maximum classroom capacity
Studios for Art, Dance, Martial Arts, Music	1 space/1.5 students at maximum enrollment

Theater - Cinema/Motion Picture	1 space/4 seats; 1 space/employee, with a minimum 5 employee spaces
Theater - Performance	1 space/4 fixed seats; 1 space/50 sq ft of assembly area where there are no fixed seats; and 1 space/employee
Industrial, Manufacturing, and Warehousing Uses	
All uses listed under "Industrial, Manufacturing and Warehousing Uses" in use tables in Article 2, except for the following:	1 space/500 sq ft of gross floor area; and 1 space/vehicle operated or kept in connection with the use
Construction Contractor Base	2 spaces per facility; and 1 space/300 sq ft of office space
Personal Storage Facilities	2 covered spaces for manager/caretaker; 1 space for each 20 rentable cubicles for customer parking; parking lanes per 20.400.270
Recycling Facilities	
Reverse Vending Machine	No separate dedicated space required
Collection Facility - Small	1 customer unloading space
Collection Facility - Large	3 customer unloading spaces
Processing Facility	Determined by Conditional Use Permit
Recycling, Scrap, and Dismantling Yards	1 space/1,000 sq ft gross outdoor sales area; and 1 space/250 sq ft of indoor sales area
Research and Development	1 space for each 500 sq ft
Solid Waste Transfer Station	1 space/employee on the largest shift; 1 space/vehicle operated or kept in connection with the use; 1 space/300 sq ft office space; and with other uses calculated separately
Warehouse	1 space/2,000 sq ft; and 1 space/vehicle operated or kept in connection with the use. If office/sales space exceeds 10% of the building area, then 1 space/250 sq ft of office/sales space.
Retail Trade Uses	
All uses listed under "Retail Trade Uses" in use tables in Article 2, except for the following:	1 space/300 sq ft
Building/Landscape Materials Sales	1 space/1,000 sq ft gross outdoor sales area; and 1 space/250 sq ft of indoor sales area
Equipment Sales - Heavy	1 space/600 sq ft
Farmers' Market	1 space/250 sq ft of sales area; and 1 space/each separately rented sales space
Food and Beverage Sales	
Convenience Market	1 space/200 sq ft
Grocery, Specialty Market	1 space/250 sq ft

Table 3-6 Off-Street Parking Space Requirements (cont'd)

Description of Use	**Required Number of Spaces (1)** *See Section 20.320.030.B (Calculation Metrics).*
Outdoor Retail Display and Sales	1 space/1,000 sq ft of outdoor display area
Outdoor Storage	1 space/1,000 sq ft
Plant Nurseries	1 space/500 sq ft indoor; and 1 space/1,000 sq ft gross outdoor retail area
Retail Sales	
General Retail - Not in Shopping Center (2)	1 space/250 sq ft
General Retail - In Shopping Center (2)	1 space/300 sq ft

Bulk Merchandise	1 space/500 sq ft of indoor; 1 space/250 sq ft office
Shopping Center	
Neighborhood Shopping Center (2)	1 space/300 sq ft
Community Shopping Center (2)	1 space/300 sq ft
Swap Meets	1 space/250 sq ft of sales area; and 1 space/each separately rented sales space
Service Uses - Business and Professional	
All uses listed under "Service Uses - Business and Professional" in use tables in Article 2, except for the following:	1 space/300 sq ft or 1 space for every employee on the largest shift, whichever is greater; and 1 space/each vehicle operated or kept in connection with use
Automated Teller Machines (ATMs)	1 space/each exterior ATM
Medical Services	
Clinic, Laboratory, Urgent Care	1 space/200 sq ft
Hospitals	1.5 spaces/bed; 1 space/300 sq ft for office and research
Offices - Medical and Dental	1 space/250 sq ft, unless part of shopping center
Offices - Government	1 space/200 sq ft; and 1 space/government-owned vehicle
Service Uses - General	
All uses listed under "Service Uses - General" in use tables in Article 2, except for the following:	1 space/300 sq ft
Animal Sales and Services	
Veterinary Office	1 space/250 sq ft, unless part of shopping center
Catering Service	1 space/400 sq ft
Eating and Drinking Establishments	
Accessory Food Service (Open to Public)	1 space/3 seats or 1/75 sq ft of net public area, whichever is greater
Bars and Nightclubs	1 space/30 sq ft
Fast Food	1 space/150 sq ft; queuing lanes for drive-up windows count toward off-street parking requirement at rate of 1 space/20 ft of length
Food Carts	Spaces required for commercial service use only
Full-Service (Dine-In)	1 space/100 sq ft of dining area, and 1 space/300 sq ft for employee areas
Outdoor Dining, Accessory	First 25% or 250 sq ft of outdoor dining area, whichever is less, does not require additional parking space(s); areas in excess of those standards require parking at rate of primary use
Equipment Rental, Repairs, and Sales	2 spaces/1,000 sq ft; and 1 space/2,500 sq ft of outdoor display area
Funeral Home, Mortuary	1 space/4 fixed seats (18" lineal bench = 1 seat); 1 space/50 sq ft of assembly area where there are no fixed seats; 1 space/employee
Health/Fitness Facilities	
Small - 2,500 sq ft or less	1 space/250 sq ft
Large - Over 2,500 sq ft	1 space/200 sq ft
Lodging	1 space/guest room; and 2 spaces for resident manager

Table 3-6 Off-Street Parking Space Requirements (cont'd)

	Required Number of Spaces (1)

Description of Use	*See Section 20.320.030.B (Calculation Metrics).*
Massage Establishments	1 space/200 sq ft
Personal Services All Personal Service uses, except for the following:	1 space/250 sq ft
Laundromat	1 space/3 washing machines
Postal Services	1 space/250 sq ft
Printing and Duplicating Services	1 space/250 sq ft
Smoking Lounges (Hookah)	1 space/100 sq ft
Public and Semi-Public Uses	
Cemetery	1 space/4 fixed seats (18" lineal bench = 1 seat); 1 space/50 sq ft of assembly area where no fixed seats; 1 space/employee
Cultural Institutions (Libraries, Museums, Art Galleries)	1 space/300 sq ft
Government Facilities	Determined by Government Agency
Parks and Playgrounds	Determined by Director
Paths and Trails	Determined by Director
Public Safety Facilities	Determined by Government Agency
Transportation, Communication, and Infrastructure Uses	
Broadcasting and Recording Studios	1 space/200 sq ft indoor space
Emergency Helicopter Landing Facility	1 space/landing facility
Transportation Service Dispatch	1 space/250 sq ft; and 1 space/service vehicle
Truck and Freight Terminals	1 space/250 sq ft indoor space
Utilities - Minor	None
Utilities - Major	Determined by Conditional Use Permit (Chapter 20.550)
Utility Infrastructure	None
Utility Service Facilities	None
Utility Service Yard	1 space/1,000 sq ft of yard area; and 1 space/each vehicle operated or kept in connection with use
Wireless Communication Facilities - Minor	Determined by Minor Use Permit (Chapter 20.550)
Wireless Communication Facilities - Major	Determined by Conditional Use Permit (Chapter 20.550)
Vehicle Rentals, Sales, and Services	
Motor Vehicle/RV/Boat Rentals	
Office Only	1 space/300 sq ft
General	1 space/1,000 sq ft gross outdoor rental area; and 1 space/300 sq ft of indoor office area
Motor Vehicle/RV/Boat Sales	
Office Only	1 space/300 sq ft
New	1 space/1,000 sq ft gross outdoor sales area; and 1 space/300 sq ft of indoor sales area
Used/Wholesale	1 space/1,000 sq ft gross outdoor sales area; and 1 space/300 sq ft of indoor sales area
Motor Vehicle/RV/Boat Services	

Car Wash - Automated	Equivalent of 5 spaces/20 ft of internal washing capacity; spaces may be provided in open paved area for drying cars
Car Wash - Self-Service	Equivalent of 2.5 spaces/wash bay; spaces may be provided in open paved area for drying

Table 3-6 Off-Street Parking Space Requirements (cont'd)

Description of Use	**Required Number of Spaces (1)** *See Section 20.320.030.B (Calculation Metrics).*
Car Wash - Full Service	Determined by Minor Use Permit (Chapter 20.550)
Minor Maintenance/Repair/Installation	4 spaces/service bay; or 1 space per 200 sq ft, whichever is greater
Major Repair/Body Work	
Service Station	
With Service Bays	1 space/pump; and 1 space/service bay
With Convenience Store	1 space/pump; and 1 space/200 sq ft (excluding pump island and canopy area)
Towing and Storage	1 space/300 sq ft for office; and 1 space for each vehicle used in operations
Vehicle Storage (Motor Vehicle and RV)	Determined by Conditional Use Permit (Chapter 20.550)

Notes:

1. All uses that require the presence of an owner, employee, manager, operator, caretaker, keeper, etc., on the premises shall provide one parking space per owner, employee, manager, operator, caretaker, keeper, etc. For purposes of determining the number of spaces needed to meet this requirement, the number of spaces shall be determined by counting the number of such persons on the largest shift.
2. Shopping center refers to a site with three or more commercial uses in which businesses and structures are designed in an integrated and interrelated development.

(Ord. 1032 § 5, 2015; Ord. 1017, 2013)

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20.320.040 Adjustments to Parking Requirements

This Section provides standards and procedures for adjusting the number of required parking spaces specified in Section 20.320.030 (Number of Parking Spaces Required). In the case that more than one parking adjustment may apply, the applicant may choose only one adjustment.

A. Administrative adjustment. A minor administrative adjustment may be made in compliance with Chapter 20.555 (Variances and Minor Variances).

B. Conditional adjustment. A reduction of up to 15 percent in the required number of parking spaces may be allowed through the approval of a Minor Use Permit in compliance with Chapter 20.550 (Use Permits - Minor and Conditional), based on the following:

1. Quantitative information provided by the applicant documents the need for fewer spaces (e.g., sales receipts, documentation of customer frequency, information on parking standards required for the proposed land use by other cities, etc.);

2. The use or project design creates an integrated whole wherein the parking reduction will not adversely affect other businesses or uses on the same property or within the boundaries of the project; or

3. The proposed parking requirement is consistent with other uses of similar intensity established elsewhere in the parking regulations and does not represent a grant of special privilege inconsistent with the intent of the parking regulations to provide adequate and consistent levels of parking for similar uses throughout the City.

C. Shared on-site parking.

1. Where two or more nonresidential uses on the same site or adjacent lots have distinct and differing peak parking usage periods (e.g., movie theater and bank; church and office building; etc.), a reduction in the required number of parking spaces may be allowed:

a. Up to 15 percent reduction. Upon approval of a Minor Use Permit in compliance with Chapter 20.550 (Use Permits - Minor and Conditional), the Director may reduce the total parking space requirement by up to a maximum of 15 percent.

b. Over 15 percent reduction. Upon approval of a Conditional Use Permit in compliance with Chapter 20.550 (Use Permits - Minor and Conditional), the review authority may reduce the total parking space requirements by more than 15 percent.

c. Covenant. For both types of permits, upon approval and recording of a covenant running with the land that guarantees access to the parking for both uses for the duration of the uses (e.g., easement, deed restriction, etc.).

2. The Director may require submittal of a shared-parking study that is performed by a qualified traffic or parking consultant and is based upon the latest edition of Shared Parking published by the Urban Land Institute. (Ord. 1017, 2013)

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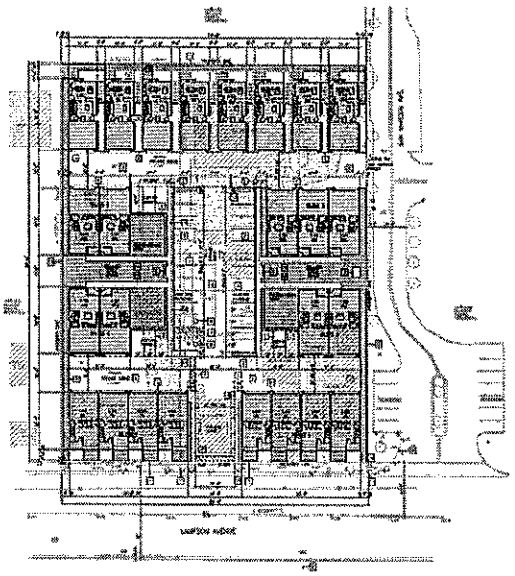

LAMPSON MIXED-USE COMMUNITY DEVELOPMENT EXTERIOR–TO–INTERIOR NOISE STUDY

SEPTEMBER 13, 2016

PREPARED FOR:
9MAX CAPITAL LLC.

PREPARED BY:
ACOUSTICS GROUP, INC.
CONSULTANTS IN ACOUSTICS, NOISE & VIBRATION

Lampson Mixed-Use Community Development
Exterior–to–Interior
Noise Study

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TABLE OF CONTENTS

Figures

Tables

EXECUTIVE SUMMARY

Acoustics Group, Inc., (AGI) was retained to conduct a noise study of the Lampson Mixed-Use Community Development Project located at 8081 Lampson Avenue in Stanton, CA. AGI has reviewed the City of Stanton Noise Standards and California Green Code, conducted noise measurements, analyzed the noise levels from future noise sources around the site, assessed the impact of the future noise and identified noise control measures.

The project space is affected by vehicular traffic from Lampson Avenue and Beach Boulevard. AGI's transportation noise analysis indicates that future peak hour exterior traffic noise at the project site would be as high as 72.7, 71.9 and 71.7 dBA at the first, second, and third floor elevations directly facing Lampson Avenue, respectively. Future CNEL traffic noise at the project site would be as high as 69.7, 68.9, and 68.8 dB at the same locations, respectively. With the existing 8-ft high sound wall as a project design feature, the future peak hour traffic noise and CNEL at the recreational areas would be as high as 48.8 dBA and 46.1 dB, respectively. Exterior noise levels will be below 65 dB CNEL at the Recreational Areas.

The project has also incorporated project design features that will reduce interior noise levels below 45 dBA CNEL in residences to satisfy the City of Stanton and California Green Building Code Requirements. The project with the project design features will fully comply with the City's Noise Standards.

This report has been organized into multiple sections for ease of reference. Section 1 introduces the Project and provides a general discussion on the Project Components. Section 2 discusses Noise Fundamentals, and Section 3 presents the Noise Standards. Section 4 discusses the Existing Noise Environment, Section 5 discusses the Noise Analysis and Section 6 discusses the Impact Assessment. Section 7 presents the Noise Control Recommendations. Section 9 presents the Conclusion.

INTRODUCTION

The Project proposes to construct a mixed-use community at 8081 Lampson Avenue in Stanton, CA. Refer to Figure 1 for the general location of the Project Site and Vicinity Map. Land uses immediately surrounding the site are comprised of a mix of residential and commercial. The main noise concern is future traffic noise affecting the future interior space. Refer to the Appendix for the Project Drawings.

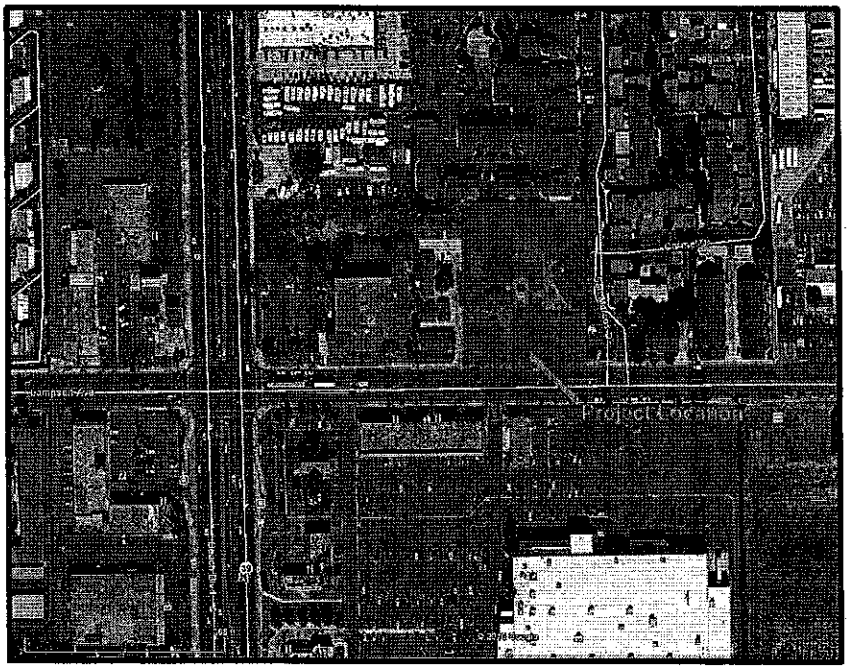


Figure 1. Location of the Project Site and Vicinity Map

NOISE

The magnitude by which noise affects its surrounding environment is measured on a logarithmic scale in decibels (dB). Because the human ear is limited to hearing a specific range of frequencies, the A-weighted filter system is used to form relevant results. A-weighted sound levels are represented as dBA. Figure 2 shows typical A-weighted exterior and interior noise levels that occur in human environments.

Common Outdoor Activities	Noise Level dBA	Common Indoor Activities
	--- 110 ---	Rock Band
Jet Fly-over at 300 m (1000 ft)		
	--- 100 ---	
Gas Lawn Mower at 1 m (3 ft)		
	--- 90 ---	
Diesel Truck at 15 m (50 ft),		Food Blender at 1 m (3 ft)
at 80 km/hr (50 mph)	--- 80 ---	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime		
Gas Lawn Mower at 30 m (100 ft)	--- 70 ---	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	--- 60 ---	
		Large Business Office
Quiet Urban Daytime	--- 50 ---	Dishwasher Next Room
Quiet Urban Nighttime	--- 40 ---	Theater, Large Conference Room
Quiet Suburban Nighttime		(Background)
	--- 30 ---	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall
	--- 20 ---	(Background)
		Broadcast/Recording Studio
	--- 10 ---	
Lowest Threshold of Human Hearing	--- 0 ---	Lowest Threshold of Human Hearing

Source: TNS, 1998

Figure 2. Typical A-weighted Noise Levels

Several noise metrics have been developed to evaluate noise. L_{eq} is the energy average noise level and corresponds to a steady-state sound level that has the same acoustical energy as the sum of all the time varying noise events. L_{max} is the maximum noise level measured during a sampling period, and L_{xx} are the statistical noise levels that are exceeded xx-% of the time of the measurement. L_{50} is the average noise level that is exceeded 50% of the time, 30 minutes in a 60 minute period.

NOISE STANDARDS

The City of Stanton General Plan requires that residential exterior areas (recreational areas) shall not exceed 65 CNEL. The interior noise levels in habitable rooms shall not exceed 45 dBA CNEL. The 8-units closest to Lampson Avenue are live/work units; however, due to their residential use, the interior space will be evaluated with residential standards.

In addition, the City of Stanton adopts the California Green Building Code that requires that if a building is exposed to a 1 hour Leq of 65 dB during any hour then the interior noise environment attributable to exterior sources cannot exceed a Leq of 50 dBA in non-residential occupied areas during any hour of operation (CALGreen 5.507.4.1). Refer to the Appendix for the California Green Code noise requirements.

EXISTING NOISE LEVELS

AGI conducted a site visit on June 9, 2016 to observe the project site and to conduct one (1) 20-minute ambient noise measurement. The ambient noise measurement was conducted along the southern side of the project site to document baseline noise levels, especially the noise from Beach Boulevard and Lampson Ave. NM1 was located 5 feet above the ground. Figure 3 shows the location of the noise measurement.

The measured Leq at location NM1 was 66.1 dBA. The noise sources contributing to the ambient measurement data were from vehicular traffic and related community noise. Table 1 summarizes the noise measurement data from the survey. Refer to the Appendix for the measurement data sheets.

Table 1. Summary of Ambient Noise Measurements

Receiver	Location	Time	Lmin, dBA	Lmax, dBA	Leq, dBA	Contributing Noise Sources
NM1	8081 Lampson Ave	10:05AM – 10:25AM	49.8	80.3	66.1	Vehicular traffic, people walking and talking nearby

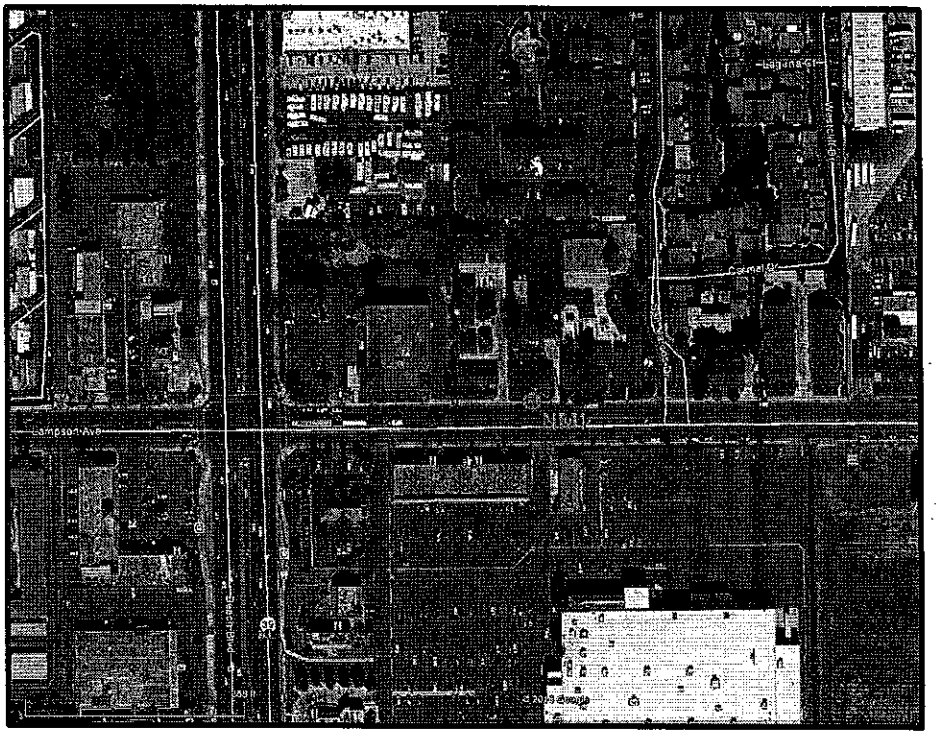


Figure 3. Noise Measurement Locations

NOISE ANALYSIS

Traffic Noise

AGI performed a traffic noise analysis using the Federal Highway Administration's (FHWA) traffic noise model TNM to evaluate future traffic noise at the project site. The highest traffic noise level from a roadway is typically generated when traffic is heavy but still flowing freely. This situation is referred to as Level-of-Service (LOS) C by Transportation Engineers. Roadway traffic design capacity volumes and LOS ratios were obtained from the City of Stanton General Plan and Federal Highway Capacity Manual.

The project space is affected by vehicular traffic from Lampson Avenue and Beach Boulevard. Lampson Avenue is currently at 2 lane two-way collector arterial with a posted speed limit of 40 miles per hour; however, the City of Stanton General Plan Update Program Forecast Buildout directs that Lampson Avenue will be widened to a 4 lane two-way secondary arterial. Beach Boulevard is currently an 8 lane two-way principal arterial with a posted speed limit of 45 miles per hour. Traffic data was obtained from the Federal Highway Capacity Manual and Orange County Transportation Authority Master Plan of Arterial Highways.

For the future peak hour traffic analysis, the truck mix distribution percentages for the Beach Boulevard analysis were 1.6% for medium 2-axle trucks and 0.9% for heavy 3+-axle trucks[1]. Truck mix distribution percentages used in the Lampson Avenue analysis were 2% for medium 2-axle trucks and 0.8% for heavy 3+-axle trucks[2]. The TNM noise analysis indicates that the future peak hour traffic noise at the project site would be as high as 72.7, 71.9 and 71.7 dBA at the nearest first, second, and third floors facing Lampson Avenues, respectively. The future peak hour traffic noise at the recreational areas would be as high as 48.8 dBA. Table 2 lists the traffic data used in the future peak hour traffic noise analysis.

Table 2. Traffic Data Inputs for Future Peak Hour Traffic Analysis

Traffic Lane	Number of Lanes	Total Traffic Volumes /Hour	Travel Speeds mph	Volumes by Vehicle Type					
				Cars/ Hour	% Cars	Medium Trucks/ Hour	% MT	Heavy Trucks/ Hour	% HT
NB Beach Blvd	4	3,200	45	3,120	97.5	51	1.6	29	0.9
SB Beach Blvd	4	3,200	45	3,120	97.5	51	1.6	29	0.9
NB Lampson Ave	2	1,400	40	1,361	97.2	28	2	11	0.8
SB Lampson Ave	2	1,400	40	1,361	97.2	28	2	11	0.8

Source: City of Stanton Circulation Plan; Federal Highway Capacity Manual; Caltrans Traffic Data

Hourly breakdown of automobile, medium trucks, and heavy truck distribution was taken from the County of Orange Land Use/Noise Compatibility Manual. The TNM noise analysis indicates that the future 24-hour CNEL will be 69.7, 68.9, and 68.8 dB at the nearest first, second, and third floors facing Lampson Avenue, respectively. The 24-hour CNEL would be as high as 46.1 dB at the recreational area. Table 3 lists the traffic data used in the future 24-hour CNEL traffic noise analysis. Refer to the Appendix for the TNM Input and Output files from the traffic noise analysis and for the calibration data.

[1] *Caltrans Truck Mix, 2014.*
[2] *County of Orange Land Use/Noise Compatibility Manual, December 1993.*

Table 3. Traffic Data Inputs for Future 24-hour CNEL Traffic Analysis

Period	Traffic Lane	Number of Lanes	Total Traffic Volumes /Period	Travel Speeds mph	Volumes by Vehicle Type					
					Cars/ Hour	% Cars	Medium Trucks/ Hour	% MT	Heavy Trucks / Hour	% HT
Daytime (7AM – 7PM)	NB Beach Blvd	4	18,648	45	18,120	97.2	374	2	154	0.8
	SB Beach Blvd	4	18,648	45	18,120	97.2	374	2	154	0.8
	WB Lampson Ave	2	6,216	40	6040	97.2	125	2	51	0.8
	EB Lampson Ave	2	6,216	40	6040	97.2	125	2	51	0.8
Evening (7PM – 10PM)	NB Beach Blvd	4	3,043	45	3,016	99.1	22	0.7	5	0.2
	SB Beach Blvd	4	3,043	45	3,016	99.1	22	0.7	5	0.2
	WB Lampson Ave	2	1,014	40	1,005	99.1	7	0.7	2	0.2
	EB Lampson Ave	2	1,014	40	1,005	99.1	7	0.7	2	0.2
Nighttime (10PM – 7AM)	NB Beach Blvd	4	2,309	45	2,245	97.2	45	2	19	0.8
	SB Beach Blvd	4	2,309	45	2,245	97.2	45	2	19	0.8
	WB Lampson Ave	2	770	40	748	97.2	16	2	6	0.8
	EB Lampson Ave	2	770	40	748	97.2	16	2	6	0.8

Source: City of Stanton Circulation Plan; Federal Highway Capacity Manual; Caltrans Traffic Data

IMPACT ASSESSMENT

The transportation noise analysis indicates that future peak hour traffic noise at the project site would be as high as 72.7, 71.9 and 71.7 dBA at the nearest first, second, and third floor units facing Lampson Avenue, respectively. Future CNEL traffic noise at the project site would be as high as 69.7, 68.9, and 68.8 dB at the same locations, respectively. The future peak hour traffic noise and CNEL at the recreational area would be as high as 48.8 dBA and 46.1 dB, respectively, with the project design 8-foot high perimeter sound wall.

The project design also incorporates exterior and interior construction details that will allow the project to satisfy the City of Stanton Noise Standards and California Green Building Code noise requirements within the interior and exterior spaces. The following section summarizes the project design features incorporated into the design for noise control. Refer to the Appendix for the Exterior-to-Interior Analysis of the window, exterior wall, and roof assemblies that demonstrate compliance with the noise standards.

PROJECT DESIGN FEATURES

I. Exterior

The following design features will reduce exterior noise levels below 65 dBA CNEL:

1. The Project Design's 8-ft high sound wall, as shown in Figure 4, will protect the recreational areas from traffic noise.

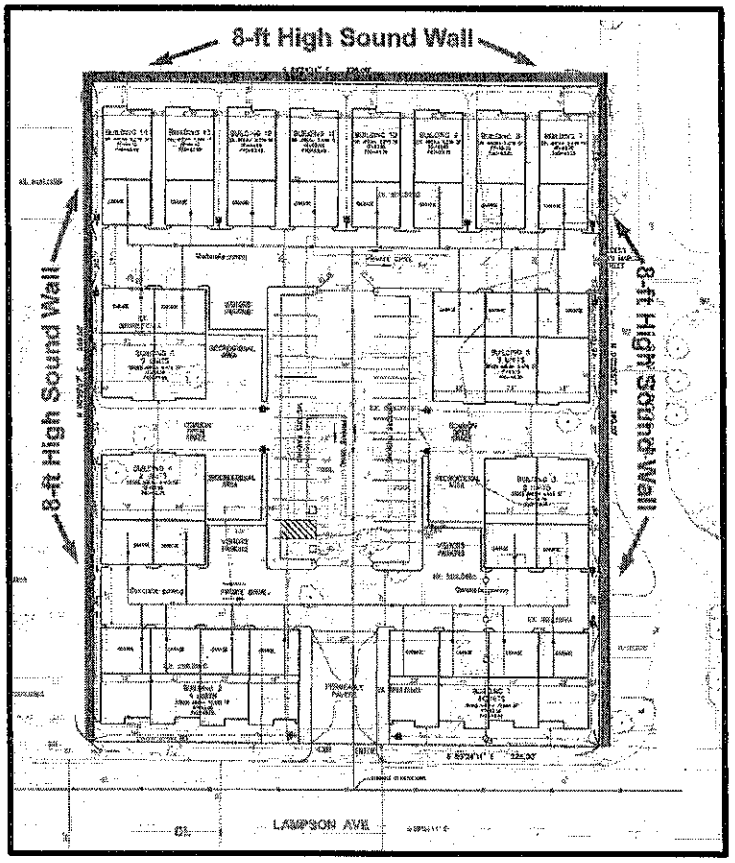


Figure 4. Project Design 8-ft High Sound Wall Location

II. Interior

The following design features will reduce interior noise levels below the City's CNEL Noise Standards and California Green Code Noise Criteria:

1. Sound rated operable windows and glass door assemblies with the following minimum sound transmission class ratings:

Location	Description	Assembly	Minimum STC Rating
Building A	Windows and Doors	Old Castle 1/4" Laminated Glass, 1/2" air space, 1/8" Glass, Riverbank Acoustical Laboratories #TL95-296	35
Buildings B1, B2, C	Windows and Doors	Dual Pane Glass: 1/8" Glass, 1/4" air space, 1/8" Glass	29

2. STC is calculated per ASTM E336 and related standards.
3. The manufacturer's sound transmission loss test data should be reviewed to ensure compliance with the noise standards and criteria.
4. All non-glass exterior doors are solid core assemblies.
5. All doors are fitted with air tight seals to minimize sound transmission.
6. Exterior walls details:
   I. 2x studs with two 2x top plates and one 2x bottom plate.
   II. 1 layer of Type 5/8" gypsum board attached to the interior studs.
   III. R-13 fiber glass insulation, 3-1/2" thick snugly fitted in the wall cavities between studs, plates and cross bracing.
   IV. Portland cement or synthetic stucco system 7/8" thick.
   V. Cement fiber/composite wood siding.
7. No exterior building openings that face the street, other than windows and doors.
8. Split System Air conditioning at all living spaces to maintain a habitable environment with windows and doors closed. Per the adopted mechanical code, the air conditioning system to provide a minimum of two exhaust changes per hour.
9. Party walls separating non-common residential units shall meet or exceed the California Building Code Requirements of STC 50 for designated assemblies (CCR Title 24 Part 2).
10. Any changes to the final design of the project should be reviewed by a qualified Acoustical Consultant to ensure compliance with the Noise Standards.

CONCLUSION

AGI has conducted a noise study of the Lampson Mixed-Use Community Development Project located at 8081 Lampson Avenue in Stanton, CA. AGI has reviewed the City of Stanton Noise Standards, conducted noise measurements, analyzed the noise levels from future noise sources around the site, assessed the impact of the future noise and identified noise control measures.

The project will be affected by vehicular traffic from Lampson Avenue and Beach Boulevard. The transportation noise analysis indicates that future peak hour exterior traffic noise at the project site would be as high as 72.7, 71.9 and 71.7 dBA at the first, second, and third floors directly facing Lampson Avenue, respectively. Future CNEL traffic noise at the project site would be as high as 69.7, 68.9, and 68.8 dB at the same locations, respectively.

With the project design 8-ft high perimeter noise barrier, the future peak hour traffic noise and CNEL at the recreational area would be as high as 49.5 dBA and 46.1 dB, respectively. The project design incorporates exterior and interior construction details that will allow the project to satisfy the City of Stanton Noise Standards and California Green Building Code noise requirements within the interior and exterior spaces. All acoustical test data and product literature should also be incorporated into the project drawings to satisfy the City of Stanton Green Building Code Requirements.

REFERENCES

1. Caltrans Technical Noise Supplement, 1998.
2. Architectural Drawings, dated March 28, 2016.
3. City of Stanton Green Code Noise Requirement.
4. Federal Highway Capacity Manual.
5. City of Stanton General Plan.
6. Caltrans Truck Mix, 2014.
7. Orange County Highway Design Manual, 2005.
8. County of Orange Land Use/Noise Compatibility Manual, December 1993.
9. Lampson Mixed-Use Community Site Plan, Sheet 001, September 6, 2016.
10. Lampson Mixed-Use Community Site Architectural Drawings, Sheets A101-A104, September 6, 2016.

APPENDIX

FIELD DATA SHEETS & MEASUREMENT DATA

STANTON GREEN CODE NOISE REQUIREMENT

MODELING INPUT & OUTPUT

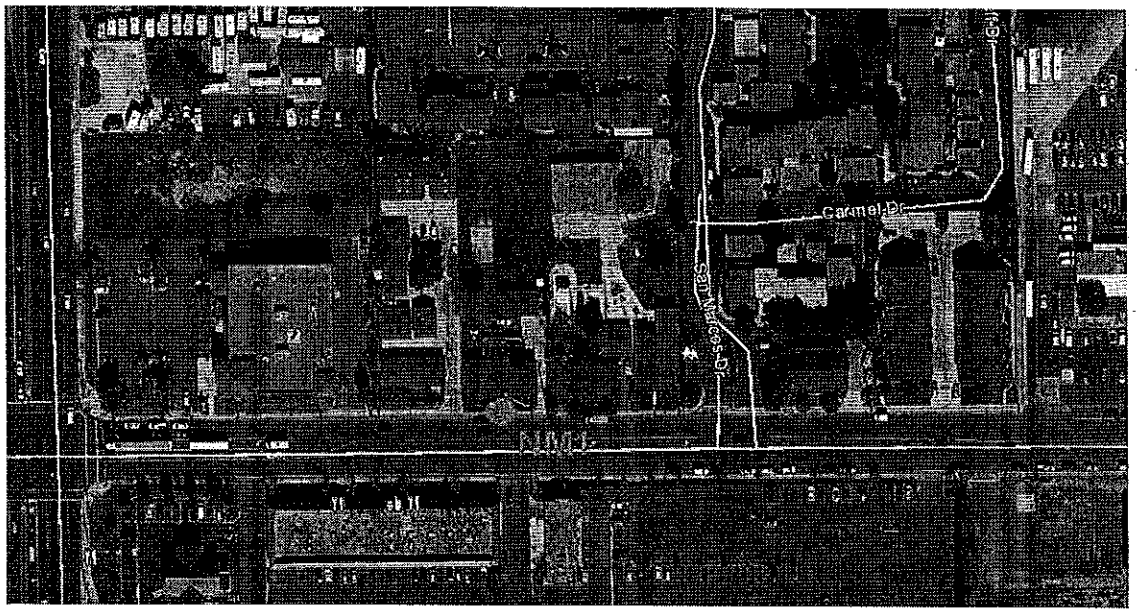
ARCHITECTURAL DRAWINGS

FIELD DATA SHEETS
&
MEASUREMENT DATA

NOISE MONITORING FIELD DATA SHEET

Project:	**9Max Capitol - Lampson Mixed-Use Community**	**Date:**	**6/9/2016**
Loc:	**8081 Lampson Avenue**		
SLM:	**Larson Davis 870**	**SN:**	
Mic:		**SN:**	
P/A:		**SN:**	

Start	Stop	L1	L10	L25	L50	L90	L99	Lmax	Lmin	Leq	Notes
10:05 AM	10:25 AM	75.6	69.8	66.8	62.5	53.6	50.8	80.3	49.8	66.1	Traffic, pedestrians walking, people talking, birds



STANTON GREEN CODE NOISE REQUIREMENT

value shall be included in the operation and maintenance manual.

Exceptions:

1. An ASHRAE 10-percent to 15-percent efficiency filter shall be permitted for an HVAC unit meeting the 2013 *California Energy Code* having 60,000 Btu/h or less capacity per fan coil, if the energy use of the air delivery system is 0.4 W/cfm or less at design air flow.
2. Existing mechanical equipment.

5.504.5.3.1 Labeling. Installed filters shall be clearly labeled by the manufacturer indicating the MERV rating.

5.504.7 Environmental tobacco smoke (ETS) control. Where outdoor areas are provided for smoking, prohibit smoking within 25 feet of building entries, outdoor air intakes and operable windows and within the building as already prohibited by other laws or regulations; or as enforced by ordinances, regulations or policies of any city, county, city and county, California Community College, campus of the California State University, or campus of the University of California, whichever are more stringent. When ordinances, regulations or policies are not in place, post signage to inform building occupants of the prohibitions.

SECTION 5.505
INDOOR MOISTURE CONTROL.

5.505.1 Indoor moisture control. Buildings shall meet or exceed the provisions of *California Building Code*, CCR, Title 24, Part 2, Sections 1203 (Ventilation) and Chapter 14 (Exterior Walls). For additional measures not applicable to low-rise residential occupancies, see Section 5.407.2 of this code.

SECTION 5.506
INDOOR AIR QUALITY

5.506.1 Outside air delivery. For mechanically or naturally ventilated spaces in buildings, meet the minimum requirements of Section 120.1 (Requirements For Ventilation) of the 2013 *California Energy Code*, or the applicable local code, whichever is more stringent, and Division 1, Chapter 4 of CCR, Title 8.

5.506.2 Carbon dioxide (CO_2) monitoring. For buildings or additions equipped with demand control ventilation, CO_2 sensors and ventilation controls shall be specified and installed in accordance with the requirements of the 2013 *California Energy Code*, Section 120(c)(4).

SECTION 5.507
ENVIRONMENTAL COMFORT

5.507.4 Acoustical control. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E 90 and ASTM E 413 or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E 1332,using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

Exception: Buildings with few or no occupants or where occupants are not likely to be affected by exterior noise, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures and utility buildings.

Exception: [DSA-SS] For public schools and community colleges, the requirements of this section and all subsections apply only to new construction.

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 30 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

1. Within the 65 CNEL noise contour of an airport.

   Exceptions:

   1. L_{dn} or CNEL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
   2. L_{dn} or CNEL for other airports and heliports for which a land use plan has not been developed shall be determined by the local general plan noise element.

2. Within the 65 CNEL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available. Buildings exposed to a noise level of 65 dB L_{eq}-1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (L_{eq}-1Hr) of 50 dBA in occupied areas during any hour of operation.

5.507.4.2.1 Site features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

DRAFT

MODELING INPUT & OUTPUT

TNM Input Output
Project: 9Max Capitol
Case: Daytime

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	m			m	m	m		km/h	%		
NB Beach Blvd	3.7	point1	1	1,165.80	1,115.30	18.8				Average	
		point2	2	1,169.20	906.1	17.98				Average	
		point3	3	1,175.90	607	17.7				Average	
		point4	4	1,179.70	328.1	16.46					
SB Beach Blvd	3.7	point5	5	1,158.60	329.1	16.2				Average	
		point6	6	1,154.30	606.4	17.7				Average	
		point7	7	1,151.10	903.8	18				Average	
		point8	8	1,149.00	1,112.30	18.3					
WB Lampson Ave 1	3.7	point9	9	813.5	737.7	15.8				Average	
		point21	21	995.6	739.7	16.8				Average	
		point10	10	1,142.70	741.8	17.1					
EB Lampson Ave 1	3.7	point15	15	514.6	730.2	16.8				Average	
		point16	16	994.5	731.3	16.8				Average	
		point17	17	1,139.50	732.7	17.1					
WB Lampson Ave 2	3.7	point22	22	1,183.00	741.9	17.7				Average	
		point23	23	1,315.20	743	18				Average	
		point24	24	1,716.40	747.2	19.5					
EB Lampson Ave 2	3.7	point26	26	1,184.00	734.5	17.7				Average	
		point27	27	1,321.60	733.4	18				Average	
		point28	28	1,721.60	738.7	19.2					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway Name	Points Name	No.	Segment Autos V veh/hr	S km/h	MTrucks V veh/hr	S km/h	HTrucks V veh/hr	S km/h	Buses V veh/hr	S km/h	Motorcycles V veh/hr	S km/h
NB Beach Blvd	point1	1	18120	72	374	72	154	72	0	0	0	0
	point2	2	18120	72	374	72	154	72	0	0	0	0
	point3	3	18120	72	374	72	154	72	0	0	0	0
	point4	4										
SB Beach Blvd	point5	5	18120	72	374	72	154	72	0	0	0	0
	point6	6	18120	72	374	72	154	72	0	0	0	0
	point7	7	18120	72	374	72	154	72	0	0	0	0
	point8	8										
WB Lampson Ave 1	point9	9	6040	64	125	64	51	64	0	0	0	0
	point21	21	6040	64	125	64	51	64	0	0	0	0
	point10	10										
EB Lampson Ave 1	point15	15	6040	64	125	64	51	64	0	0	0	0
	point16	16	6040	64	125	64	51	64	0	0	0	0
	point17	17										
WB Lampson Ave 2	point22	22	6040	64	125	64	51	64	0	0	0	0
	point23	23	6040	64	125	64	51	64	0	0	0	0
	point24	24										
EB Lampson Ave 2	point26	26	6040	64	125	64	51	64	0	0	0	0
	point27	27	6040	64	125	64	51	64	0	0	0	0
	point28	28										

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	Active in Calc.
			m	m	m	m	dBA	dBA	dB	dB	
R1.1	1	1	1,335.80	749.3	18.75	1.5	0	66	10		8 Y
R1.2	2	1	1,335.80	749.3	18.75	5.18	0	66	10		8 Y
R1.3	3	1	1,335.80	749.3	18.75	8.23	0	66	10		8 Y
R2.1	4	1	1,302.70	815.3	18.75	1.5	0	66	10		8 Y
R2.2	5	1	1,302.70	815.3	18.75	4.57	0	66	10		8 Y
R3.1	6	1	1,368.10	815.1	18.75	1.5	0	66	10		8 Y
R3.2	7	1	1,368.10	815.1	18.75	4.57	0	66	10		8 Y
R4.1	8	1	1,302.90	770.7	18.75	1.5	0	66	10		8 Y
R4.2	9	1	1,302.90	770.7	18.75	4.57	0	66	10		8 Y
R5.1	10	1	1,368.50	769.5	18.75	1.5	0	66	10		8 Y
R5.2	11	1	1,368.50	769.5	18.75	4.57	0	66	10		8 Y
Rec1	12	1	1,319.40	799.8	18.75	1.5	0	66	10		8 Y
Rec2	13	1	1,319.40	783.2	18.75	1.5	0	66	10		8 Y
Rec3	14	1	1,351.10	784.2	18.75	1.5	0	66	10		8 Y

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier Name	Type	Height Min	Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	Top Width	Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	#Dn	On Struct?	Important Reflections?
		m	m	$/sq m	$/cu m	m	mm	$/m			m	m	m	m	m				
Barrier1	W	0	30.48	0				0	point1	1	1,301.90	747.6	18.75	2.44	0	0	0		
									point2	2	1,301.90	838.5	18.75	2.44	0	0	0		
									point3	3	1,370.30	838.5	18.75	2.44	0	0	0		
									point4	4	1,370.30	815.7	18.75	2.44					
Barrier2	W	0	30.48	0				0	point5	5	1,370.30	811.2	18.75	2.44	0	0	0		
									point6	6	1,370.30	749.5	18.75	2.44					
Building 1	W	0	30.48	0				0	point7	7	1,303.50	764	18.75	9.75	0	0	0		
									point8	8	1,303.50	752.2	18.75	9.75	0	0	0		
									point9	9	1,330.60	752.2	18.75	9.75	0	0	0		
									point10	10	1,330.60	764	18.75	9.75	0	0	0		
									point84	84	1,303.50	764	18.75	9.75					
Building 2	W	0	30.48	0				0	point11	11	1,340.00	763.5	18.75	9.75	0	0	0		

								point12	12	1,340.00	752	18.75	9.75	0	0	0
								point13	13	1,368.00	752	18.75	9.75	0	0	0
								point14	14	1,368.00	763.5	18.75	9.75	0	0	0
								point85	85	1,340.00	763.5	18.75	9.75			
Building 3	W	0	30.48	0		0		point15	15	1,303.50	811	18.75	6.1	0	0	0
								point16	16	1,303.50	795.5	18.75	6.1	0	0	0
								point17	17	1,317.00	795.5	18.75	6.1	0	0	0
								point18	18	1,317.00	811	18.75	6.1	0	0	0
								point80	80	1,303.50	811	18.75	6.1			
Building 4	W	0	30.48	0		0		point19	19	1,303.00	788.5	18.75	6.1	0	0	0
								point20	20	1,303.00	778	18.75	6.1	0	0	0
								point21	21	1,317.00	778	18.75	6.1	0	0	0
								point22	22	1,317.00	788.5	18.75	6.1	0	0	0
								point82	82	1,303.00	788.5	18.75	6.1			
Building 5	W	0	30.48	0		0		point23	23	1,348.00	811	18.75	6.1	0	0	0
								point24	24	1,348.00	795	18.75	6.1	0	0	0
								point25	25	1,369.00	795	18.75	6.1	0	0	0
								point26	26	1,369.00	811	18.75	6.1	0	0	0
								point81	81	1,348.00	811	18.75	6.1			
Building 6	W	0	30.48	0		0		point32	32	1,354.00	788	18.75	6.1	0	0	0
								point33	33	1,354.00	773	18.75	6.1	0	0	0
								point34	34	1,367.00	773	18.75	6.1	0	0	0
								point35	35	1,367.00	788	18.75	6.1	0	0	0
								point83	83	1,354.00	788	18.75	6.1			
Building 7	W	0	30.48	0		0		point36	36	1,303.00	834	18.75	6.1	0	0	0
								point37	37	1,303.00	819	18.75	6.1	0	0	0
								point38	38	1,310.00	819	18.75	6.1	0	0	0
								point39	39	1,310.00	834	18.75	6.1	0	0	0
								point72	72	1,303.00	834	18.75	6.1			
Building 8	W	0	30.48	0		0		point40	40	1,311.50	834	18.75	6.1	0	0	0
								point41	41	1,311.50	819	18.75	6.1	0	0	0
								point42	42	1,318.50	819	18.75	6.1	0	0	0
								point43	43	1,318.50	834	18.75	6.1	0	0	0
								point73	73	1,311.50	834	18.75	6.1			
Building 9	W	0	30.48	0		0		point44	44	1,320.00	834	18.75	6.1	0	0	0
								point45	45	1,320.00	819	18.75	6.1	0	0	0
								point46	46	1,327.00	819	18.75	6.1	0	0	0
								point47	47	1,327.00	834	18.75	6.1	0	0	0
								point74	74	1,320.00	834	18.75	6.1			
Building 10	W	0	30.48	0		0		point48	48	1,328.50	834	18.75	6.1	0	0	0
								point49	49	1,328.50	819	18.75	6.1	0	0	0
								point50	50	1,335.50	819	18.75	6.1	0	0	0
								point51	51	1,335.50	834	18.75	6.1	0	0	0
								point75	75	1,328.50	834	18.75	6.1			
Building 11	W	0	30.48	0		0		point52	52	1,337.00	834	18.75	6.1	0	0	0
								point53	53	1,337.00	819	18.75	6.1	0	0	0
								point54	54	1,344.00	819	18.75	6.1	0	0	0
								point55	55	1,344.00	834	18.75	6.1	0	0	0
								point76	76	1,337.00	834	18.75	6.1			
Building 12	W	0	30.48	0		0		point56	56	1,345.50	834	18.75	6.1	0	0	0
								point57	57	1,345.50	819	18.75	6.1	0	0	0
								point58	58	1,352.50	819	18.75	6.1	0	0	0
								point59	59	1,352.50	834	18.75	6.1	0	0	0
								point77	77	1,345.50	834	18.75	6.1			
Building 13	W	0	30.48	0		0		point60	60	1,354.00	834	18.75	6.1	0	0	0
								point61	61	1,354.00	819	18.75	6.1	0	0	0
								point62	62	1,361.00	819	18.75	6.1	0	0	0
								point63	63	1,361.00	834	18.75	6.1	0	0	0
								point78	78	1,354.00	834	18.75	6.1			
Building 14	W	0	30.48	0		0		point64	64	1,362.50	834	18.75	6.1	0	0	0
								point65	65	1,362.50	819	18.75	6.1	0	0	0
								point66	66	1,369.50	819	18.75	6.1	0	0	0
								point67	67	1,369.50	834	18.75	6.1	0	0	0
								point79	79	1,362.50	834	18.75	6.1			

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: <Project Name?>

RUN: <Run Title?>

BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact		With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB
R1.1	1	1	0	79.2	66	79.2	10	Snd Lvl		79.2	0	8	-8
R1.2	2	1	0	78.4	66	78.4	10	Snd Lvl		78.4	0	8	-8
R1.3	3	1	0	78.3	66	78.3	10	Snd Lvl		78.3	0	8	-8
R2.1	4	1	0	54.1	66	54.1	10	---		54.1	0	8	-8
R2.2	5	1	0	67.5	66	67.5	10	Snd Lvl		67.5	0	8	-8
R3.1	6	1	0	57.8	66	57.8	10	---		57.8	0	8	-8
R3.2	7	1	0	62.6	66	62.6	10	---		62.6	0	8	-8
R4.1	8	1	0	59.6	66	59.6	10	---		59.6	0	8	-8
R4.2	9	1	0	71.5	66	71.5	10	Snd Lvl		71.5	0	8	-8
R5.1	10	1	0	60.5	66	60.5	10	---		60.5	0	8	-8
R5.2	11	1	0	70.5	66	70.5	10	Snd Lvl		70.5	0	8	-8
Rec1	12	1	0	52.7	66	52.7	10	---		52.7	0	8	-8
Rec2	13	1	0	53.3	66	53.3	10	---		53.3	0	8	-8
Rec3	14	1	0	55.7	66	55.7	10	---		55.7	0	8	-8

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	14	0	0	0
All Impacted	6	0	0	0
All that meet NR Goal	0	0	0	0

TNM Input Output
Project: 9Max Capitol
Case: Evening

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	in			m	m	m		km/h	%		
NB Beach Blvd	3.7	point1	1.00	1,165.80	1,115.30	18.3				Average	
		point2	2.00	1,169.20	906.1	17.98				Average	
		point3	3.00	1,175.90	607	17.7				Average	
		point4	4.00	1,179.70	328.1	16.46					
SB Beach Blvd	3.7	point5	5.00	1,158.60	329.1	16.2				Average	
		point6	6.00	1,154.30	606.4	17.7				Average	
		point7	7.00	1,151.10	908.8	18				Average	
		point8	8.00	1,149.00	1,112.30	18.3					
WB Lampson Ave 1	3.7	point9	9	813.5	737.7	16.8				Average	
		point21	21	995.6	739.7	16.8				Average	
		point10	10.00	1,142.70	741.9	17.1					
EB Lampson Ave 1	3.7	point15	15	514.6	730.2	16.8				Average	
		point16	16	994.5	731.3	16.8				Average	
		point17	17.00	1,139.50	732.7	17.1					
WB Lampson Ave 2	3.7	point22	22.00	1,183.00	741.9	17.7				Average	
		point23	23.00	1,315.20	743	18				Average	
		point24	24.00	1,716.40	747.2	19.5					
EB Lampson Ave 2	3.7	point26	26.00	1,184.00	734.5	17.7				Average	
		point27	27.00	1,321.60	739.4	18				Average	
		point28	28.00	1,721.60	738.7	19.2					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway Name	Points Name	No.	Segment Autos V	S	MTrucks V	S	HTrucks V	S	Buses V	S	Motorcycles V	S
			veh/hr	km/h	veh/hr	km/h	veh/hr	km/h	veh/hr	km/h	veh/hr	km/h
NB Beach Blvd	point1	1	3016	72	22	72	5	72	0	0	0	0
	point2	2	3016	72	22	72	5	72	0	0	0	0
	point3	3	3016	72	22	72	5	72	0	0	0	0
	point4	4										
SB Beach Blvd	point5	5	3016	72	22	72	5	72	0	0	0	0
	point6	6	3016	72	22	72	5	72	0	0	0	0
	point7	7	3016	72	22	72	5	72	0	0	0	0
	point8	8										
WB Lampson Ave 1	point9	9	1005	64	7	64	2	64	0	0	0	0
	point21	21	1005	64	7	64	2	64	0	0	0	0
	point10	10										
EB Lampson Ave 1	point15	15	1005	64	7	64	2	64	0	0	0	0
	point16	16	1005	64	7	64	2	64	0	0	0	0
	point17	17										
WB Lampson Ave 2	point22	22	1005	64	7	64	2	64	0	0	0	0
	point23	23	1005	64	7	64	2	64	0	0	0	0
	point24	24										
EB Lampson Ave 2	point26	26	1005	64	7	64	2	64	0	0	0	0
	point27	27	1005	64	7	64	2	64	0	0	0	0
	point28	28										

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	Active in Calc.
			m	m	m	m	dBA	dBA	dB	dB	
R1.1	1	1.00	1,335.80	749.3	18.75	1.5	0	66	10		A Y
R1.2	2	1.00	1,335.80	749.3	18.75	5.18	0	66	10		A Y
R1.3	3	1.00	1,335.80	749.3	18.75	8.23	0	66	10		A Y
R2.1	4	1.00	1,302.70	815.3	18.75	1.5	0	66	10		A Y
R2.2	5	1.00	1,302.70	815.3	18.75	4.57	0	66	10		A Y
R3.1	6	1.00	1,368.10	815.1	18.75	1.5	0	66	10		A Y
R3.2	7	1.00	1,368.10	815.1	18.75	4.57	0	66	10		A Y
R4.1	8	1.00	1,302.90	770.7	18.75	1.5	0	66	10		A Y
R4.2	9	1.00	1,302.90	770.7	18.75	4.57	0	66	10		A Y
R5.1	10	1.00	1,368.50	769.5	18.75	1.5	0	66	10		A Y
R5.2	11	1.00	1,368.50	769.5	18.75	4.57	0	66	10		A Y
Rec1	12	1.00	1,319.40	799.8	18.75	1.5	0	66	10		A Y
Rec2	13	1.00	1,319.40	783.2	18.75	1.5	0	66	10		A Y
Rec3	14	1.00	1,351.10	784.2	18.75	1.5	0	66	10		A Y

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier Name	Type	Height Min	Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	Top Width	Run:Rise	Additnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	#Dn	On Struct?	Important Reflections?
		m	m	$/sq m	$/cu m	m	m:m	$/m			m	m	m	m	m				
Barrier1	W	0.00	30.48	0				0	point1	1	1,301.90	747.6	18.75	2.44		0	0	0	
									point2	2	1,301.90	838.5	18.75	2.44		0	0	0	
									point3	3	1,370.30	838.5	18.75	2.44		0	0	0	
									point4	4	1,370.30	815.7	18.75	2.44					
Barrier2	W	0.00	30.48	0				0	point5	5	1,370.30	811.2	18.75	2.44		0	0	0	
									point6	6	1,370.30	749.5	18.75	2.44					
Building 1	W	0.00	30.48	0				0	point7	7	1,303.50	764	18.75	9.75		0	0	0	
									point8	8	1,303.50	752.2	18.75	9.75		0	0	0	
									point9	9	1,330.60	752.2	18.75	9.75		0	0	0	
									point10	10	1,330.60	764	18.75	9.75		0	0	0	
									point84	84	1,303.50	764	18.75	9.75					
Building 2	W	0.00	30.48	0				0	point11	11	1,340.00	763.5	18.75	9.75		0	0	0	

								point12	12	1,340.00	752	18.75	9.75	0	0	0			
								point13	13	1,368.00	752	18.75	9.75	0	0	0			
								point14	14	1,368.00	763.5	18.75	9.75	0	0	0			
								point85	85	1,340.00	763.5	18.75	9.75						
Building 3	W	0	30.48	0		0		point15	15	1,303.50	811	18.75	6.1	0	0	0			
								point16	16	1,303.50	795.5	18.75	6.1	0	0	0			
								point17	17	1,317.00	795.5	18.75	6.1	0	0	0			
								point18	18	1,317.00	811	18.75	6.1	0	0	0			
								point80	80	1,303.50	811	18.75	6.1						
Building 4	W	0	30.48	0		0		point19	19	1,303.00	788.5	18.75	6.1	0	0	0			
								point20	20	1,303.00	773	18.75	6.1	0	0	0			
								point21	21	1,317.00	773	18.75	6.1	0	0	0			
								point22	22	1,317.00	788.5	18.75	6.1	0	0	0			
								point82	82	1,303.00	788.5	18.75	6.1						
Building 5	W	0	30.48	0		0		point23	23.00	1,348.00	811	18.75	6.1	0	0	0			
								point24	24.00	1,348.00	795	18.75	6.1	0	0	0			
								point25	25.00	1,369.00	795	18.75	6.1	0	0	0			
								point26	26.00	1,369.00	811	18.75	6.1	0	0	0			
								point81	81.00	1,348.00	811	18.75	6.1						
Building 6	W	0	30.48	0		0		point32	32.00	1,354.00	788	18.75	6.1	0	0	0			
								point33	33.00	1,354.00	773	18.75	6.1	0	0	0			
								point34	34.00	1,367.00	773	18.75	6.1	0	0	0			
								point35	35.00	1,367.00	788	18.75	6.1	0	0	0			
								point83	83.00	1,354.00	788	18.75	6.1						
Building 7	W	0	30.48	0		0		point36	36.00	1,303.00	834	18.75	6.1	0	0	0			
								point37	37.00	1,303.00	819	18.75	6.1	0	0	0			
								point38	38.00	1,310.00	819	18.75	6.1	0	0	0			
								point39	39.00	1,310.00	834	18.75	6.1	0	0	0			
								point72	72.00	1,303.00	834	18.75	6.1						
Building 8	W	0	30.48	0		0		point40	40.00	1,311.50	834	18.75	6.1	0	0	0			
								point41	41.00	1,311.50	819	18.75	6.1	0	0	0			
								point42	42.00	1,318.50	819	18.75	6.1	0	0	0			
								point43	43.00	1,318.50	834	18.75	6.1	0	0	0			
								point73	73.00	1,311.50	834	18.75	6.1						
Building 9	W	0	30.48	0		0		point44	44.00	1,320.00	834	18.75	6.1	0	0	0			
								point45	45.00	1,320.00	819	18.75	6.1	0	0	0			
								point46	46.00	1,327.00	819	18.75	6.1	0	0	0			
								point47	47.00	1,327.00	834	18.75	6.1	0	0	0			
								point74	74.00	1,320.00	834	18.75	6.1						
Building 10	W	0	30.48	0		0		point48	48.00	1,328.50	834	18.75	6.1	0	0	0			
								point49	49.00	1,328.50	819	18.75	6.1	0	0	0			
								point50	50.00	1,335.50	819	18.75	6.1	0	0	0			
								point51	51.00	1,335.50	834	18.75	6.1	0	0	0			
								point75	75.00	1,328.50	834	18.75	6.1						
Building 11	W	0	30.48	0		0		point52	52.00	1,337.00	834	18.75	6.1	0	0	0			
								point53	53.00	1,337.00	819	18.75	6.1	0	0	0			
								point54	54.00	1,344.00	819	18.75	6.1	0	0	0			
								point55	55.00	1,344.00	834	18.75	6.1	0	0	0			
								point76	76.00	1,337.00	834	18.75	6.1						
Building 12	W	0	30.48	0		0		point56	56.00	1,345.50	834	18.75	6.1	0	0	0			
								point57	57.00	1,345.50	819	18.75	6.1	0	0	0			
								point58	58.00	1,352.50	819	18.75	6.1	0	0	0			
								point59	59.00	1,352.50	834	18.75	6.1	0	0	0			
								point77	77.00	1,345.50	834	18.75	6.1						
Building 13	W	0	30.48	0		0		point60	60.00	1,354.00	834	18.75	6.1	0	0	0			
								point61	61.00	1,354.00	819	18.75	6.1	0	0	0			
								point62	62.00	1,361.00	819	18.75	6.1	0	0	0			
								point63	63.00	1,361.00	834	18.75	6.1	0	0	0			
								point78	78.00	1,354.00	834	18.75	6.1						
Building 14	W	0	30.48	0		0		point64	64.00	1,362.50	834	18.75	6.1	0	0	0			
								point65	65.00	1,362.50	819	18.75	6.1	0	0	0			
								point66	66.00	1,369.50	819	18.75	6.1	0	0	0			
								point67	67.00	1,369.50	834	18.75	6.1	0	0	0			
								point79	79.00	1,362.50	834	18.75	6.1						

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS: 20 deg C, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated Crit'n		Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact		With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB
R1.1	1	1	0	70.8	66	70.8	10	Snd Lvl		70.8	0	8.00	-8
R1.2	2	1	0	70	66	70	10	Snd Lvl		70	0	8.00	-8
R1.3	3	1	0	69.8	66	69.8	10	Snd Lvl		69.8	0	8.00	-8
R2.1	4	1	0	45.3	66	45.3	10	---		45.3	0	8.00	-8
R2.2	5	1	0	59	66	59	10	---		59	0	8.00	-8
R3.1	6	1	0	49	66	49	10	---		49	0	8.00	-8
R3.2	7	1	0	54.1	66	54.1	10	---		54.1	0	8.00	-8
R4.1	8	1	0	51	66	51	10	---		51	0	8.00	-8
R4.2	9	1	0	63	66	63	10	---		63	0	8.00	-8
R5.1	10	1	0	51.8	66	51.8	10	---		51.8	0	8.00	-8
R5.2	11	1	0	62.1	66	62.1	10	---		62.1	0	8	-8
Rec1	12	1	0	43.9	66	43.9	10	---		43.9	0	8	-8
Rec2	13	1	0	44.7	66	44.7	10	---		44.7	0	8	-8
Rec3	14	1	0	47	66	47	10	---		47	0	8	-8

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	14	0	0	0
All Impacted	3	0	0	0
All that meet NR Goal	0	0	0	0

TNM Input Output
Project: 9Max Capitol
Case: Nighttime

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	m			m	m	m		km/h	%		
NB Beach Blvd	3.7	point1	1	1,165.80	1,115.30	18.3				Average	
		point2	2	1,169.20	908.1	17.98				Average	
		point3	3	1,175.90	607	17.7				Average	
		point4	4	1,179.70	328.1	16.46					
SB Beach Blvd	3.7	point5	5	1,158.60	329.1	16.2				Average	
		point6	6	1,154.30	606.4	17.7				Average	
		point7	7	1,151.10	903.8	18				Average	
		point8	8	1,149.00	1,112.30	18.3					
WB Lampson Ave 1	3.7	point9	9	813.5	737.7	16.8				Average	
		point21	21	995.6	739.7	16.8				Average	
		point10	10	1,142.70	741.9	17.1					
EB Lampson Ave 1	3.7	point15	15	514.6	730.2	16.8				Average	
		point16	16	994.5	731.3	16.8				Average	
		point17	17	1,139.50	732.7	17.1					
WB Lampson Ave 2	3.7	point22	22	1,183.00	741.9	17.7				Average	
		point23	23	1,315.20	743	18				Average	
		point24	24	1,716.40	747.2	19.5					
EB Lampson Ave 2	3.7	point26	26	1,184.00	734.5	17.7				Average	
		point27	27	1,321.60	733.4	18				Average	
		point28	28	1,721.60	738.7	19.2					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway Name	Points Name	No.	Segment Autos V veh/hr	S km/h	MTrucks V veh/hr	S km/h	HTrucks V veh/hr	S km/h	Buses V veh/hr	S km/h	Motorcycles V veh/hr	S km/h
NB Beach Blvd	point1	1	2245	72	45	72	19	72	0	0	0	0
	point2	2	2245	72	45	72	19	72	0	0	0	0
	point3	3	2245	72	45	72	19	72	0	0	0	0
	point4	4										
SB Beach Blvd	point5	5	2245	72	45	72	19	72	0	0	0	0
	point6	6	2245	72	45	72	19	72	0	0	0	0
	point7	7	2245	72	45	72	19	72	0	0	0	0
	point8	8										
WB Lampson Ave 1	point9	9	748	64	16	64	6	64	0	0	0	0
	point21	21	748	64	16	64	6	64	0	0	0	0
	point10	10										
EB Lampson Ave 1	point15	15	748	64	16	64	6	64	0	0	0	0
	point16	16	748	64	16	64	6	64	0	0	0	0
	point17	17										
WB Lampson Ave 2	point22	22	748	64	16	64	6	64	0	0	0	0
	point23	23	748	64	16	64	6	64	0	0	0	0
	point24	24										
EB Lampson Ave 2	point26	26	748	64	16	64	6	64	0	0	0	0
	point27	27	748	64	16	64	6	64	0	0	0	0
	point28	28										

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	Active in Calc.
			m	m	m	m	dBA	dBA	dB	dB	
R1.1	1	1	1,335.80	749.3	18.75	1.5	0	66	10		8 Y
R1.2	2	1	1,335.80	749.3	18.75	5.18	0	66	10		8 Y
R1.3	3	1	1,335.80	749.3	18.75	8.23	0	66	10		8 Y
R2.1	4	1	1,302.70	815.3	18.75	1.5	0	66	10		8 Y
R2.2	5	1	1,302.70	815.3	18.75	4.57	0	66	10		8 Y
R3.1	6	1	1,368.10	815.1	18.75	1.5	0	66	10		8 Y
R3.2	7	1	1,368.10	815.1	18.75	4.57	0	66	10		8 Y
R4.1	8	1	1,302.90	770.7	18.75	1.5	0	66	10		8 Y
R4.2	9	1	1,302.90	770.7	18.75	4.57	0	66	10		8 Y
R5.1	10	1	1,368.50	769.5	18.75	1.5	0	66	10		8 Y
R5.2	11	1	1,368.50	769.5	18.75	4.57	0	66	10		8 Y
Rec1	12	1	1,319.40	799.8	18.75	1.5	0	66	10		8 Y
Rec2	13	1	1,319.40	783.2	18.75	1.5	0	66	10		8 Y
Rec3	14	1	1,351.10	784.2	18.75	1.5	0	66	10		8 Y

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier Name	Type	Height Min	Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	Top Width	Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	#Dn	On Struct?	Important Reflections?
		in	in	$/sq m	$/cu m	m	m:m	$/m			m	m	m	m	m				
Barrier1	W	0	30.48	0				0	point1	1	1,301.90	747.6	18.75	2.44	0	0	0		
									point2	2	1,301.90	838.5	18.75	2.44	0	0	0		
									point3	3	1,370.30	838.5	18.75	2.44	0	0	0		
									point4	4	1,370.30	815.7	18.75	2.44					
Barrier2	W	0	30.48	0				0	point5	5	1,370.30	811.2	18.75	2.44	0	0	0		
									point6	6	1,370.30	749.5	18.75	2.44					
Building 1	W	0	30.48	0				0	point7	7	1,303.50	764	18.75	9.75	0	0	0		
									point8	8	1,303.50	752.2	18.75	9.75	0	0	0		
									point9	9	1,330.60	752.2	18.75	9.75	0	0	0		
									point10	10	1,330.60	764	18.75	9.75	0	0	0		
									point84	84	1,303.50	764	18.75	9.75					
Building 2	W	0	30.48	0				0	point11	11	1,340.00	763.5	18.75	9.75	0	0	0		

								point12	12	1,340.00	752	18.75	9.75	0	0	0
								point13	13	1,358.00	752	18.75	9.75	0	0	0
								point14	14	1,358.00	763.5	18.75	9.75	0	0	0
								point85	85	1,340.00	763.5	18.75	9.75			
Building 3	W	0	30.48	0		0		point15	15	1,303.50	811	18.75	6.1	0	0	0
								point16	16	1,303.50	795.5	18.75	6.1	0	0	0
								point17	17	1,317.00	795.5	18.75	6.1	0	0	0
								point18	18	1,317.00	811	18.75	6.1	0	0	0
								point80	80	1,303.50	811	18.75	6.1			
Building 4	W	0	30.48	0		0		point19	19	1,303.00	788.5	18.75	6.1	0	0	0
								point20	20	1,303.00	773	18.75	6.1	0	0	0
								point21	21	1,317.00	773	18.75	6.1	0	0	0
								point22	22	1,317.00	788.5	18.75	6.1	0	0	0
								point82	82	1,303.00	788.5	18.75	6.1			
Building 5	W	0	30.48	0		0		point23	23	1,348.00	811	18.75	6.1	0	0	0
								point24	24	1,348.00	795	18.75	6.1	0	0	0
								point25	25	1,369.00	795	18.75	6.1	0	0	0
								point26	26	1,369.00	811	18.75	6.1	0	0	0
								point81	81	1,348.00	811	18.75	6.1			
Building 6	W	0	30.48	0		0		point32	32	1,354.00	788	18.75	6.1	0	0	0
								point33	33	1,354.00	773	18.75	6.1	0	0	0
								point34	34	1,367.00	773	18.75	6.1	0	0	0
								point35	35	1,367.00	788	18.75	6.1	0	0	0
								point83	83	1,354.00	788	18.75	6.1			
Building 7	W	0	30.48	0		0		point36	36	1,303.00	834	18.75	6.1	0	0	0
								point37	37	1,303.00	819	18.75	6.1	0	0	0
								point38	38	1,310.00	819	18.75	6.1	0	0	0
								point39	39	1,310.00	834	18.75	6.1	0	0	0
								point72	72	1,303.00	834	18.75	6.1			
Building 8	W	0	30.48	0		0		point40	40	1,311.50	834	18.75	6.1	0	0	0
								point41	41	1,311.50	819	18.75	6.1	0	0	0
								point42	42	1,318.50	819	18.75	6.1	0	0	0
								point43	43	1,318.50	834	18.75	6.1	0	0	0
								point73	73	1,311.50	834	18.75	6.1			
Building 9	W	0	30.48	0		0		point44	44	1,320.00	834	18.75	6.1	0	0	0
								point45	45	1,320.00	819	18.75	6.1	0	0	0
								point46	46	1,327.00	819	18.75	6.1	0	0	0
								point47	47	1,327.00	834	18.75	6.1	0	0	0
								point74	74	1,320.00	834	18.75	6.1			
Building 10	W	0	30.48	0		0		point48	48	1,328.50	834	18.75	6.1	0	0	0
								point49	49	1,328.50	819	18.75	6.1	0	0	0
								point50	50	1,335.50	819	18.75	6.1	0	0	0
								point51	51	1,335.50	834	18.75	6.1	0	0	0
								point75	75	1,328.50	834	18.75	6.1			
Building 11	W	0	30.48	0		0		point52	52	1,337.00	834	18.75	6.1	0	0	0
								point53	53	1,337.00	819	18.75	6.1	0	0	0
								point54	54	1,344.00	819	18.75	6.1	0	0	0
								point55	55	1,344.00	834	18.75	6.1	0	0	0
								point76	76	1,337.00	834	18.75	6.1			
Building 12	W	0	30.48	0		0		point56	56	1,345.50	834	18.75	6.1	0	0	0
								point57	57	1,345.50	819	18.75	6.1	0	0	0
								point58	58	1,352.50	819	18.75	6.1	0	0	0
								point59	59	1,352.50	834	18.75	6.1	0	0	0
								point77	77	1,345.50	834	18.75	6.1			
Building 13	W	0	30.48	0		0		point60	60	1,354.00	834	18.75	6.1	0	0	0
								point61	61	1,354.00	819	18.75	6.1	0	0	0
								point62	62	1,361.00	819	18.75	6.1	0	0	0
								point63	63	1,361.00	834	18.75	6.1	0	0	0
								point78	78	1,354.00	834	18.75	6.1			
Building 14	W	0	30.48	0		0		point64	64	1,362.50	834	18.75	6.1	0	0	0
								point65	65	1,362.50	819	18.75	6.1	0	0	0
								point66	66	1,369.50	819	18.75	6.1	0	0	0
								point67	67	1,369.50	834	18.75	6.1	0	0	0
								point79	79	1,362.50	834	18.75	6.1			

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing Type Impact			With Barrier			
				Calculated Crit'n	Calculated Crit'n Sub'l Inc			Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
R1.1	1	1	0	70.1	66	70.1	10 Snd Lvl	70.1	0	8	-8
R1.2	2	1	0	69.4	66	69.4	10 Snd Lvl	69.4	0	8	-8
R1.3	3	1	0	69.2	66	69.2	10 Snd Lvl	69.2	0	8	-8
R2.1	4	1	0	45	66	45	10 ----	45	0	8	-8
R2.2	5	1	0	58.4	66	58.4	10 ----	58.4	0	8	-8
R3.1	6	1	0	48.7	66	48.7	10 ----	48.7	0	8	-8
R3.2	7	1	0	53.5	66	53.5	10 ----	53.5	0	8	-8
R4.1	8	1	0	50.5	66	50.5	10 ----	50.5	0	8	-8
R4.2	9	1	0	62.4	66	62.4	10 ----	62.4	0	8	-8
R5.1	10	1	0	51.4	66	51.4	10 ----	51.4	0	8	-8
R5.2	11	1	0	61.5	66	61.5	10 ----	61.5	0	8	-8
Rec1	12	1	0	43.6	66	43.6	10 ----	43.6	0	8	-8
Rec2	13	1	0	44.2	66	44.2	10 ----	44.2	0	8	-8
Rec3	14	1	0	46.6	66	46.6	10 ----	46.6	0	8	-8

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	14	0	0	0
All Impacted	3	0	0	0
All that meet NR Goal	0	0	0	0

TNM Input Output
Project: 9Max Capitol
Case: Peak

INPUT: ROADWAYS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	m			m	m	m		km/h	%		
NB Beach Blvd	3.7	point1	1	1,165.80	1,115.30	18.3				Average	
		point2	2	1,169.20	906.1	17.98				Average	
		point3	3	1,175.90	607	17.7				Average	
		point4	4	1,179.70	328.1	16.46					
SB Beach Blvd	3.7	point5	5	1,158.60	329.1	16.2				Average	
		point6	6	1,154.30	606.4	17.7				Average	
		point7	7	1,151.10	908.8	18				Average	
		point8	8	1,149.00	1,112.30	18.3					
WB Lampson Ave 1	3.7	point9	9	813.5	787.7	16.8				Average	
		point21	21	995.6	788.7	16.8				Average	
		point10	10	1,142.70	741.9	17.1					
EB Lampson Ave 1	3.7	point15	15	514.6	730.2	16.8				Average	
		point16	16	994.5	731.3	16.8				Average	
		point17	17	1,139.50	732.7	17.1					
WB Lampson Ave 2	3.7	point22	22	1,183.00	741.9	17.7				Average	
		point23	23	1,315.20	743	18				Average	
		point24	24	1,716.40	747.2	19.5					
EB Lampson Ave 2	3.7	point26	26	1,184.00	734.5	17.7				Average	
		point27	27	1,321.60	733.4	18				Average	
		point28	28	1,721.60	738.7	19.2					

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Roadway Name	Points Name	No.	Segment Autos V veh/hr	S km/h	MTrucks V veh/hr	S km/h	HTrucks V veh/hr	S km/h	Buses V veh/hr	S km/h	Motorcycles V veh/hr	S km/h
NB Beach Blvd	point1	1	3120	72	51	72	29	72	0	0	0	0
	point2	2	3120	72	51	72	29	72	0	0	0	0
	point3	3	3120	72	51	72	29	72	0	0	0	0
	point4	4										
SB Beach Blvd	point5	5	3120	72	51	72	29	72	0	0	0	0
	point6	6	3120	72	51	72	29	72	0	0	0	0
	point7	7	3120	72	51	72	29	72	0	0	0	0
	point8	8										
WB Lampson Ave 1	point9	9	1361	64	28	64	11	64	0	0	0	0
	point21	21	1361	64	28	64	11	64	0	0	0	0
	point10	10										
EB Lampson Ave 1	point15	15	1361	64	28	64	11	64	0	0	0	0
	point16	16	1361	64	28	64	11	64	0	0	0	0
	point17	17										
WB Lampson Ave 2	point22	22	1361	64	28	64	11	64	0	0	0	0
	point23	23	1361	64	28	64	11	64	0	0	0	0
	point24	24										
EB Lampson Ave 2	point26	26	1361	64	28	64	11	64	0	0	0	0
	point27	27	1361	64	28	64	11	64	0	0	0	0
	point28	28										

INPUT: RECEIVERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	Active in Calc.
			m	m	m	m	dBA	dBA	dB	dB	
R1.1	1	1	1,335.80	749.3	18.75	1.5	0	66	10		8 Y
R1.2	2	1	1,335.80	749.3	18.75	5.18	0	66	10		8 Y
R1.3	3	1	1,335.80	749.3	18.75	8.23	0	66	10		8 Y
R2.1	4	1	1,302.70	815.3	18.75	1.5	0	66	10		8 Y
R2.2	5	1	1,302.70	815.3	18.75	4.57	0	66	10		8 Y
R3.1	6	1	1,368.10	815.1	18.75	1.5	0	66	10		8 Y
R3.2	7	1	1,368.10	815.1	18.75	4.57	0	66	10		8 Y
R4.1	8	1	1,302.90	770.7	18.75	1.5	0	66	10		8 Y
R4.2	9	1	1,302.90	770.7	18.75	4.57	0	66	10		8 Y
R5.1	10	1	1,368.50	769.5	18.75	1.5	0	66	10		8 Y
R5.2	11	1	1,368.50	769.5	18.75	4.57	0	66	10		8 Y
Rec1	12	1	1,319.40	790.8	18.75	1.5	0	66	10		8 Y
Rec2	13	1	1,319.40	783.2	18.75	1.5	0	66	10		8 Y
Rec3	14	1	1,351.10	784.2	18.75	1.5	0	66	10		8 Y

INPUT: BARRIERS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>

Barrier Name	Type	Height Min	Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	Top Width	Run:Rise	Add'tal $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Perturbs Incre-ment	#Up	#Dn	On Struct?	Important Reflec-tions?
		m	m	$/sq m	$/cu m	m	rnin	$/m			m	m	m	m	m				
Barrier1	W	0	30.48	0				0	point1	1	1,301.90	747.6	18.75	2.44	0	0	0		
									point2	2	1,301.90	838.5	18.75	2.44	0	0	0		
									point3	3	1,370.30	838.5	18.75	2.44	0	0	0		
									point4	4	1,370.30	815.7	18.75	2.44					
Barrier2	W	0	30.48	0				0	point5	5	1,370.30	811.2	18.75	2.44	0	0	0		
									point6	6	1,370.30	749.5	18.75	2.44					
Building 1	W	0	30.48	0				0	point7	7	1,303.50	764	18.75	9.75	0	0	0		
									point8	8	1,303.50	752.2	18.75	9.75	0	0	0		
									point9	9	1,330.60	752.2	18.75	9.75	0	0	0		
									point10	10	1,330.60	764	18.75	9.75	0	0	0		
									point84	84	1,303.50	764	18.75	9.75					
Building 2	W	0	30.48	0				0	point11	11	1,340.00	763.5	18.75	9.75	0	0	0		

								point12	12	1,340.00	752	18.75	9.75	0	0	0
								point13	13	1,368.00	752	18.75	9.75	0	0	0
								point14	14	1,368.00	763.5	18.75	9.75	0	0	0
								point85	85	1,340.00	763.5	18.75	9.75			
Building 3	W	0	30.48	0		0		point15	15	1,303.50	811	18.75	6.1	0	0	0
								point16	16	1,303.50	795.5	18.75	6.1	0	0	0
								point17	17	1,317.00	795.5	18.75	6.1	0	0	0
								point18	18	1,317.00	811	18.75	6.1	0	0	0
								point80	80	1,303.50	811	18.75	6.1			
Building 4	W	0	30.48	0		0		point19	19	1,303.00	788.5	18.75	6.1	0	0	0
								point20	20	1,303.00	773	18.75	6.1	0	0	0
								point21	21	1,317.00	773	18.75	6.1	0	0	0
								point22	22	1,317.00	788.5	18.75	6.1	0	0	0
								point82	82	1,303.00	788.5	18.75	6.1			
Building 5	W	0	30.48	0		0		point23	23	1,348.00	811	18.75	6.1	0	0	0
								point24	24	1,348.00	795	18.75	6.1	0	0	0
								point25	25	1,369.00	795	18.75	6.1	0	0	0
								point26	26	1,369.00	811	18.75	6.1	0	0	0
								point81	81	1,348.00	811	18.75	6.1			
Building 6	W	0	30.48	0		0		point32	32	1,354.00	788	18.75	6.1	0	0	0
								point33	33	1,354.00	773	18.75	6.1	0	0	0
								point34	34	1,367.00	773	18.75	6.1	0	0	0
								point35	35	1,367.00	788	18.75	6.1	0	0	0
								point83	83	1,354.00	788	18.75	6.1			
Building 7	W	0	30.48	0		0		point36	36	1,303.00	834	18.75	6.1	0	0	0
								point37	37	1,303.00	819	18.75	6.1	0	0	0
								point38	38	1,310.00	819	18.75	6.1	0	0	0
								point39	39	1,310.00	834	18.75	6.1	0	0	0
								point72	72	1,303.00	834	18.75	6.1			
Building 8	W	0	30.48	0		0		point40	40	1,311.50	834	18.75	6.1	0	0	0
								point41	41	1,311.50	819	18.75	6.1	0	0	0
								point42	42	1,318.50	819	18.75	6.1	0	0	0
								point43	43	1,318.50	834	18.75	6.1	0	0	0
								point73	73	1,311.50	834	18.75	6.1			
Building 9	W	0	30.48	0		0		point44	44	1,320.00	834	18.75	6.1	0	0	0
								point45	45	1,320.00	819	18.75	6.1	0	0	0
								point46	46	1,327.00	819	18.75	6.1	0	0	0
								point47	47	1,327.00	834	18.75	6.1	0	0	0
								point74	74	1,320.00	834	18.75	6.1			
Building 10	W	0	30.48	0		0		point48	48	1,328.50	834	18.75	6.1	0	0	0
								point49	49	1,328.50	819	18.75	6.1	0	0	0
								point50	50	1,335.50	819	18.75	6.1	0	0	0
								point51	51	1,335.50	834	18.75	6.1	0	0	0
								point75	75	1,328.50	834	18.75	6.1			
Building 11	W	0	30.48	0		0		point52	52	1,337.00	834	18.75	6.1	0	0	0
								point53	53	1,337.00	819	18.75	6.1	0	0	0
								point54	54	1,344.00	819	18.75	6.1	0	0	0
								point55	55	1,344.00	834	18.75	6.1	0	0	0
								point76	76	1,337.00	834	18.75	6.1			
Building 12	W	0	30.48	0		0		point56	56	1,345.50	834	18.75	6.1	0	0	0
								point57	57	1,345.50	819	18.75	6.1	0	0	0
								point58	58	1,352.50	819	18.75	6.1	0	0	0
								point59	59	1,352.50	834	18.75	6.1	0	0	0
								point77	77	1,345.50	834	18.75	6.1			
Building 13	W	0	30.48	0		0		point60	60	1,354.00	834	18.75	6.1	0	0	0
								point61	61	1,354.00	819	18.75	6.1	0	0	0
								point62	62	1,361.00	819	18.75	6.1	0	0	0
								point63	63	1,361.00	834	18.75	6.1	0	0	0
								point78	78	1,354.00	834	18.75	6.1			
Building 14	W	0	30.48	0		0		point64	64	1,362.50	834	18.75	6.1	0	0	0
								point65	65	1,362.50	819	18.75	6.1	0	0	0
								point66	66	1,369.50	819	18.75	6.1	0	0	0
								point67	67	1,369.50	834	18.75	6.1	0	0	0
								point79	79	1,362.50	834	18.75	6.1			

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: <Project Name?>
RUN: <Run Title?>
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 20 deg C, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n	Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB			dBA	dB	dB	dB
R1.1	1	1	0	72.7	66	72.7	10	Snd Lvl		72.7	0	8	-8
R1.2	2	1	0	71.9	66	71.9	10	Snd Lvl		71.9	0	8	-8
R1.3	3	1	0	71.7	66	71.7	10	Snd Lvl		71.7	0	8	-8
R2.1	4	1	0	47	66	47	10	----		47	0	8	-8
R2.2	5	1	0	60.3	66	60.3	10	----		60.3	0	8	-8
R3.1	6	1	0	51.2	66	51.2	10	----		51.2	0	8	-8
R3.2	7	1	0	56	66	56	10	----		56	0	8	-8
R4.1	8	1	0	52.9	66	52.9	10	----		52.9	0	8	-8
R4.2	9	1	0	64.7	66	64.7	10	----		64.7	0	8	-8
R5.1	10	1	0	53.9	66	53.9	10	----		53.9	0	8	-8
R5.2	11	1	0	64	66	64	10	----		64	0	8	-8
Rec1	12	1	0	46	66	46	10	----		46	0	8	-8
Rec2	13	1	0	46.7	66	46.7	10	----		46.7	0	8	-8
Rec3	14	1	0	48.8	66	48.8	10	----		48.8	0	8	-8

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB	
All Selected	14	0	0	0	
All Impacted	3	0	0	0	
All that meet NR Goal	0	0	0	0	

Table 1. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building A

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	202	Carpet, 1/4" Pile Height
17	202	1/2" Gypsum Board, Painted
17	492.3	1/2" Gypsum Board, Painted
15	76	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	208
Open Window	66	76
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 69.7

INTERIOR LEVEL: **40.9**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	46.5	104	30	8	24
125 Hz	50.3	104	30	8	28
160 Hz	52.6	113	33	7	27
200 Hz	55.2	122	34	7	29
250 Hz	57.2	131	33	7	31
315 Hz	58.2	137	30	7	35
400 Hz	58.7	143	32	6	34
500 Hz	59.3	149	34	6	32
630 Hz	59.5	163	37	6	29
800 Hz	60.2	177	39	6	26
1000 Hz	60.3	191	42	5	24
1250 Hz	59.9	204	44	5	21
1600 Hz	58.6	216	46	5	18
2000 Hz	57.5	229	48	5	14
2500 Hz	54.9	230	52	5	7
3150 Hz	51.8	230	54	5	3
4000 Hz	49	231	55	5	0
5000 Hz	45.1	231	60	5	0

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	35	OLD CASTLE	1/4" LAM, 1/4" AS, 1/8" RAL GLS TL95-296
Fixed Wdw	#######	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	#######	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 2a. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building B1 East

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	223	Carpet, 1/4" Pile Height
17	223	1/2" Gypsum Board, Painted
17	522	1/2" Gypsum Board, Painted
15	76	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	223
Open Window	4	76
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 61

INTERIOR LEVEL: **34.7**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	37.8	110	28	8	17
125 Hz	41.6	110	29	8	20
160 Hz	43.9	119	29	7	22
200 Hz	46.5	128	31	7	23
250 Hz	48.5	137	30	7	26
315 Hz	49.5	143	32	7	24
400 Hz	50	149	30	7	27
500 Hz	50.6	155	31	6	26
630 Hz	50.8	169	33	6	24
800 Hz	51.5	184	34	6	23
1000 Hz	51.6	199	35	5	22
1250 Hz	51.2	213	35	5	22
1600 Hz	49.9	227	36	5	19
2000 Hz	48.8	241	38	5	16
2500 Hz	46.2	242	39	5	12
3150 Hz	43.1	243	39	5	9
4000 Hz	40.3	244	37	5	8
5000 Hz	36.4	244	40	5	1

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	#######	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	#######	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 2b. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building B1 West

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	223	Carpet, 1/4" Pile Height
17	223	1/2" Gypsum Board, Painted
17	522	1/2" Gypsum Board, Painted
15	76	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	223
Open Window	4	76
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 62

INTERIOR LEVEL: **35.7**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	38.8	110	28	8	18
125 Hz	42.6	110	29	8	21
160 Hz	44.9	119	29	7	23
200 Hz	47.5	128	31	7	24
250 Hz	49.5	137	30	7	27
315 Hz	50.5	143	32	7	25
400 Hz	51	149	30	7	28
500 Hz	51.6	155	31	6	27
630 Hz	51.8	169	33	6	25
800 Hz	52.5	184	34	6	24
1000 Hz	52.6	199	35	5	23
1250 Hz	52.2	213	35	5	23
1600 Hz	50.9	227	36	5	20
2000 Hz	49.8	241	38	5	17
2500 Hz	47.2	242	39	5	13
3150 Hz	44.1	243	39	5	10
4000 Hz	41.3	244	37	5	9
5000 Hz	37.4	244	40	5	2

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	########	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	########	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 3a. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building B2 East

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	132	Carpet, 1/4" Pile Height
17	132	1/2" Gypsum Board, Painted
17	414	1/2" Gypsum Board, Painted
15	46	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	184
Open Window	4	46
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 53.1

INTERIOR LEVEL: **25.6**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	29.9	85	28	8	9
125 Hz	33.7	85	29	8	12
160 Hz	36	93	30	7	14
200 Hz	38.6	102	32	7	14
250 Hz	40.6	111	31	7	16
315 Hz	41.6	117	33	6	15
400 Hz	42.1	124	31	6	17
500 Hz	42.7	131	32	6	17
630 Hz	42.9	142	34	6	15
800 Hz	43.6	153	35	5	14
1000 Hz	43.7	165	36	5	13
1250 Hz	43.3	173	36	5	12
1600 Hz	42	181	37	5	10
2000 Hz	40.9	189	39	5	7
2500 Hz	38.3	188	40	5	3
3150 Hz	35.2	188	40	5	0
4000 Hz	32.4	187	38	5	0
5000 Hz	28.5	187	41	5	0

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	#######	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	#######	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 3b. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building B2 West

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	132	Carpet, 1/4" Pile Height
17	132	1/2" Gypsum Board, Painted
17	414	1/2" Gypsum Board, Painted
15	46	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	184
Open Window	4	46
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 58

INTERIOR LEVEL: **30.5**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	34.8	85	28	8	14
125 Hz	38.6	85	29	8	17
160 Hz	40.9	93	30	7	18
200 Hz	43.5	102	32	7	19
250 Hz	45.5	111	31	7	21
315 Hz	46.5	117	33	6	20
400 Hz	47	124	31	6	22
500 Hz	47.6	131	32	6	22
630 Hz	47.8	142	34	6	20
800 Hz	48.5	153	35	5	19
1000 Hz	48.6	165	36	5	18
1250 Hz	48.2	173	36	5	17
1600 Hz	46.9	181	37	5	15
2000 Hz	45.8	189	39	5	12
2500 Hz	43.2	188	40	5	8
3150 Hz	40.1	188	40	5	5
4000 Hz	37.3	187	38	5	4
5000 Hz	33.4	187	41	5	0

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	########	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	########	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 4a. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building C East

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	226	Carpet, 1/4" Pile Height
17	226	1/2" Gypsum Board, Painted
17	507	1/2" Gypsum Board, Painted
15	95	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	206
Open Window	4	95
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 53.1

INTERIOR LEVEL: **27.7**

Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	29.9	110	28	8	10
125 Hz	33.7	110	29	8	13
160 Hz	36	119	28	7	15
200 Hz	38.6	128	30	7	16
250 Hz	40.6	137	29	7	19
315 Hz	41.6	143	31	7	17
400 Hz	42.1	149	29	7	20
500 Hz	42.7	155	30	6	19
630 Hz	42.9	170	32	6	17
800 Hz	43.6	185	33	6	16
1000 Hz	43.7	200	34	5	15
1250 Hz	43.3	214	34	5	15
1600 Hz	42	228	35	5	12
2000 Hz	40.9	243	37	5	9
2500 Hz	38.3	244	38	5	5
3150 Hz	35.2	245	38	5	2
4000 Hz	32.4	246	36	5	1
5000 Hz	28.5	246	39	5	0

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	#######	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	#######	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

Table 4b. Calculation of Exterior and Interior Noise Levels

Client: 9Max Capitol
Case: Future Exterior Traffic Noise to Interior Spaces
Building C West

Project No.
Date: 06/22/16

ABSORPTION:

Type	Area	Material
4	226	Carpet, 1/4" Pile Height
17	226	1/2" Gypsum Board, Painted
17	507	1/2" Gypsum Board, Painted
15	95	1/4" Glass, Sealed, Large Panes
15	0	1/4" Glass, Sealed, Large Panes
33	0	Opened Window
34	0	1/2" Gypsum Board, Painted (Measured)
35	150	Padded Furniture

PARTITION ELEMENTS:

Element	Type	Area
Wall	1	206
Open Window	4	95
Fixed Window	59	0
Glass Door	37	0

ANGLE OF INCIDENCE: 0

NOISE SOURCE:

Source #	Source Name
4	Arterial Noise, 4% Trucks

EXTERIOR LEVEL: 58

INTERIOR LEVEL: **32.6**

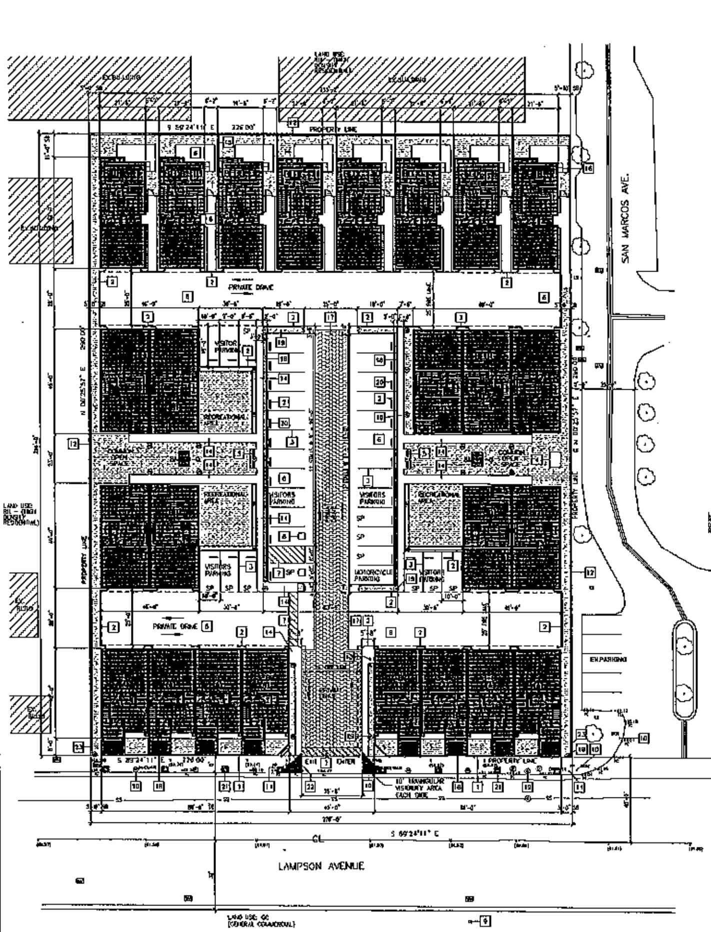
Freq.	Exterior Noise Level dB(A)	Absorption, Sabins	Trans. Loss, dB(A)	Room Correction, dB(A)*	Interior Noise Level dB(A)
100 Hz	34.8	110	28	8	15
125 Hz	38.6	110	29	8	18
160 Hz	40.9	119	28	7	20
200 Hz	43.5	128	30	7	21
250 Hz	45.5	137	29	7	23
315 Hz	46.5	143	31	7	22
400 Hz	47	149	29	7	25
500 Hz	47.6	155	30	6	24
630 Hz	47.8	170	32	6	22
800 Hz	48.5	185	33	6	21
1000 Hz	48.6	200	34	5	20
1250 Hz	48.2	214	34	5	19
1600 Hz	46.9	228	35	5	17
2000 Hz	45.8	243	37	5	14
2500 Hz	43.2	244	38	5	10
3150 Hz	40.1	245	38	5	7
4000 Hz	37.3	246	36	5	6
5000 Hz	33.4	246	39	5	0

Wall Elements are:

	STC	Manu.	Description
Wall	51		Ext stucco wall with wood studs, 5/8" gyp int on resilient channel, 3" insul batt
Open Wdw	29	A.B.C.	1/8" GLASS, 1/4" AIRSPACE, 1/8" GLASS, MODEL 670
Fixed Wdw	#######	MONSANTO	1/2" LAMINATED GLASS, 4" AIR, 1/4" LAMINATED
Glass Door	#######	ROLLEZE	3/8" LAMINATED GLASS, SERIES U-810

* Room absorption calculated from absorption data includes 3 dB reduction for window to room center correction.

ARCHITECTURAL DRAWINGS



SITE PLAN
SCALE 1" = 20'-0"

TYPICAL SITE PLAN KEY NOTES

1. (N) 42" HIGH WOOD SIDINGS SCREEN WALL
2. (N) 6" HIGH CONCRETE CURB
3. (N) 4" WIDE PAINTED PARKING STRIPING ON PAVEMENT
4. (N) ELECTRIC TRANSFORMER
5. (N) MAIL BOXES
6. (N) ASPHALT CONCRETE PAVING
7. (N) 4" WIDE PAINTED ACCESSIBILITY PATH STRIPING ON PAVEMENT
8. (N) ACCESSIBILITY SIGN PAINTED ON PAVEMENT
9. (E) FIRE HYDRANT
10. (E) STREET/TRAFFIC SIGN TO REMAIN
11. (E) POWER POLE
12. (E) 6' HIGH COMMONLY OWNED MASONRY FENCE TO REMAIN. FENCE SHALL NOT BE REMOVED AND SHALL BE MAINTAINED DURING CONSTRUCTION.
13. (N) NEW FIRE HYDRANT
14. (N) CONCRETE SIDEWALK
15. (N) 6' WOOD FENCE
16. (N) TRASH BIN AREA
17. (N) INTERLOCKING PERMEABLE PAVERS
18. (N) TEXTURED/PATTERNED COLORED CONCRETE
19. (N) 12' LIGHT POST
20. (N) PRECAST CONCRETE WHEEL BUMPER
21. (N) TREE WELL WITH METAL TREE GRATE SEE SHEET A002 FOR TREE SPECIFICATIONS
22. (N) SIGN MONUMENT
23. 8' LONG OF EXISTING 8' HIGH MASONRY WALL TO BE RENOVATED – LOWERED TO 42" HIGH

LEGEND AND ABBREVIATIONS

	(N) 12' LIGHT POST
	LANDSCAPED AREA SEE LANDSCAPE DRAWING SHEET A002
EX. BLDG	EXISTING BUILDING
	EXISTING CONCRETE BLOCK FENCE
	PROPERTY LINE
	FIRE LANE
X (61.48)	EXISTING ELEVATION
X 61.87 TC	EXISTING TOP OF CURB
DIRT	EXISTING DIRT
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING STORM DRAIN MANHOLE
	EXISTING SANITARY SEWER MANHOLE
	EXISTING TREE
AVE	AVENUE
BALC	BALCONY
BR	BEDROOM
BLDG	BUILDING
EX. (E)	EXISTING
FAR	FLOOR AREA RATIO
INCL	INCLUDING
LS	EXISTING LANDSCAPE
(N)	NEW
NO.	NUMBER
PP	POWER POLE
SB	SETBACK
SF	SQUARE FEET
SP	SHARED PARKING
SS	SANITARY SEWER
W/O	WITHOUT

GENERAL NOTES

1) PARKING STALLS AT VISITORS PARKING MARKED WITH "SP" ARE SHARED PARKING ALLOCATED FOR OFFICE SPACES.
2) PARKING STALLS ARE 9" X 18".
3) PRIVATE DRIVEWAYS SHALL BE ASPHALT CONCRETE AND PERMEABLE PAVING.
4) CURBS ALONG FIRE LANES SHALL BE PAINTED RED.
5) IF REQUIRED BY THE CITY OF STANTON, A PARKING STUDY SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL.
6) A LIGHTING PLAN SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMIT.
7) DWELLING UNITS SHALL BE DESIGNED TO BE SOUND ATTENUATED AGAINST PRESENT AND FUTURE PROJECT NOISE. AN ACOUSTICAL ANALYSIS REPORT SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMITS.
8) A FINAL LANDSCAPE AND IRRIGATION PLAN WITH ALL THE REQUIRED WATER EFFICIENCY CALCULATIONS AND CERTIFICATIONS, AS REQUIRED BY SMC AND ADOPTED WATER EFFICIENT ORDINANCE GUIDELINES SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMITS.
9) THE PRELIMINARY WATER QUALITY MANAGEMENT PLAN MUST BE APPROVED BY THE ENGINEERING DEPARTMENT PRIOR TO NOTICING OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION.

ZONING DATA

A. OPEN SPACE REQUIRED FOR LIVE/WORK COMPONENT (UNIT A)
10% OF NET LOT AREA
OPEN SPACE = 65,540 (LOT SIZE) MINUS 23,501 (DRIVEWAYS/WALKS) 42,039 X 10% — 4,201 SF

B. OPEN SPACE REQUIRED FOR RESIDENTIAL COMPONENT (UNITS B1, B2 AND C)
15% OF GROSS LIVABLE FLOOR AREA 29,925 X 15% = 4,489 SF
BROKEN DOWN AS FOLLOWS:
1) FROM COMMON SPACE = 70% OF 4,489 — 3,142 SF
2) FROM PRIVATE BALCONIES/PORCHES/YARDS = 30% OF 4,489 — 1,347 SF

TOTAL REQUIRED OPEN SPACE REQUIRED FOR LIVE/WORK AND RESIDENTIAL COMPONENTS — 7,346 SF
TOTAL REQUIRED PRIVATE OPEN SPACE (PRIVATE BALCONIES/PORCHES/YARDS) — 1,347 SF

C. OPEN SPACE TABULATION (PROVIDED)

1) COMMON OPEN SPACES
a) SPACE BETWEEN BUILDINGS 3 AND 4, 4 AND 5 — 3,713 SF
b) RECREATIONAL AMENITIES = 866 SF X 3 LOCATIONS — 2,598 SF
c) BONUS FOR RECREATIONAL AREA 2:1 RATIO, 30% OF 7,310 SF/2 — 1,095 SF

TOTAL COMMON OPEN SPACES — 7,407 SF

2) PRIVATE OPEN SPACES
a) BACKYARD & SIDEYARD LANDSCAPE @ C TYPE UNITS — 3,380 SF
b) LANDSCAPE ALONG LAMPSON STREET — 932 SF
c) BALCONY & PORCH AT UNIT A (130 SF X 8) — 1,040 SF
d) BALCONY AT UNIT B1 (44 SF X 3) — 132 SF
e) BALCONY AT UNIT B2 (80 SF X 6) — 480 SF
TOTAL PRIVATE OPEN SPACES — 5,964 SF

TOTAL OPEN SPACES PROVIDED (COMMON AND PRIVATE) — 13,371 SF

C. RATIO OF OPEN SPACE/AREA OF DWELLING UNITS

13,371/50,194 — 26.63%

D. PARKING PER SECTION 20.320.030 TABLE 3-6

1) LIVE/WORK UNITS (UNIT A) BLDG. 1 AND 2:
A. 8-RESIDENTIAL COMPONENT — 2 COVERED/UNIT X 8 — = 16.00
B. OFFICE SPACES (@ 400 SF EA.) — 3,200 SF/300 — = 10.66*

2) ATTACHED TOWNHOME UNITS (UNIT B1 AND B2) BLDG. 3, 4, 5, 6:
A. 6-2 BEDROOM — 3 SPACES X 6 — = 18.00
B. 3-3 BEDROOM — 4 SPACES X 3 — = 12.00
C. GUEST PARKING — 9 UNITS/3 — = 3.00

3) DETACHED TOWNHOME UNITS (UNIT C) BLDG. 7, 8, 9, 10 11, 12, 13, 14:
A. 8-4 BEDROOM — 4 SPACES X 8 — = 32.00
B. GUEST PARKING — 8 UNITS/3 — = 2.66

4) TOTAL NUMBER OF PARKING REQUIRED: — = 84.00

5) PARKING PROVIDED:
A. COVERED PARKING (2 CAR GARAGE PER UNIT) — = 50.00
B. OPEN PARKING — = 34.00
TOTAL — = 84.00

*PARKING FOR OFFICE SPACES ARE SHARED PARKING FROM THE 34 OPEN PARKING SPACES PROVIDED.

E. SETBACKS PER SECTION 20.330.050 TABLE 2-12

1) FRONT SETBACK (NON REQUIRED) — 0 FEET PROVIDED
2) SIDE SETBACK — 5 FEET
3) REAR SETBACK — 10 FEET

F. FLOOR AREA RATIO FOR NON-RESIDENTIAL USES OF LIVE WORK UNITS (UNIT A'S):

FAR = 8 UNITS AT 400 SF EACH = 3,200 SF/65,540 = 4.8%

G. NUMBER OF UNITS WITH ACCESSIBLE TOILETS = 3 (EQUIVALENT TO 10% OF TOTAL UNITS

BUILDING AREAS SUMMARY

BUILDING NUMBER	UNITS PER BUILDING	NUMBER OF STORY	UNIT TYPE	UNIT AREA INCL. GARAGE (SF)*	BUILDING AREA INCL. GARAGE (SF)	BUILDING AREA (SF) **
1	4	3	A	2,748	10,992	8,908
2	4	3	A	2,748	10,992	8,908
3	2	2	B1, B2	2,226	4,452	3,389
4	2	2	B1, B2	2,226	4,452	3,389
5	3	2	B2	2,226	6,678	5,043
6	2	2	B1, B2	2,226	4,452	3,380
7	1	2	C	2,229	2,229	1,790
8	1	2	C	2,229	2,229	1,790
9	1	2	C	2,229	2,229	1,790
10	1	2	C	2,229	2,229	1,790
11	1	2	C	2,229	2,229	1,790
12	1	2	C	2,229	2,229	1,790
13	1	2	C	2,229	2,229	1,790
14	1	2	C	2,229	2,229	1,790
TOTAL NO. OF UNITS	25			TOTAL FLOOR AREA	59,850	

*FLOOR AREA INCLUDE PORCHES AND BALCONIES **FLOOR AREA EXCLUDE GARAGE, PORCHES AND BALCONIES

TOWNHOME UNITS AREA SUMMARY

UNIT TYPE	HABITABLE FLOOR AREA W/O GARAGE (SF)			UNIT AREA EXCL GARAGE/BALC/PORCH (SF)	GARAGE AREA (SF)	BALCONY/PORCH AREA (SF)	NO. OF BEDROOM
	FIRST FLR	SECOND FLR	THIRD FLR				
A	403	858	924	2,185	451	112	3
B1	643	1113	-	1,708	470	48	3
B2	643	1113	-	1,681	470	75	2
C	651	1139	-	1,790	439	-	4

EML
ARCHITECT
E. M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 702
LOS ANGELES, CA. 90012
TEL. (213) 621-1356
FAX. (213) 621-7843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.
PHONE: (714) 651-4661
EMAIL:
KKEHPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-29

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING:
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
03/28/16	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
08/04/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS
SITE PLAN
PROJECT DATA

SCALE: 1" = 20'-0"
CADD FILE:
DRAWN: R. ALFONSO
DATE: 03/28/16

SHEET NO.
A001
SHEET OF

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
 1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
 1. 2X WOOD STUDS
 2. WOOD FLOOR JOISTS
 3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
 1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
 2. R-30 FIBERGLASS INSULATION FOR ROOFING
 3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
 1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
 1. EXTERIOR – SOLID CORE ENTRANCE PANEL DOORS
 2. EXTERIOR – ALUMINUM FRAME SLIDING INSULATED GLASS
 3. INTERIOR – SOLID FLUSH

F. WINDOWS:
 1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
  a. EXTERIOR SIDE – 1/4" LAMINATED GLASS
  b. 1/2" AIR SPACE
  c. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
 1. CHROME FINISH

H. EXTERIOR WALL FINISH:
 1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
 2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
 1. PORCELAIN/CERAMIC TILES – ENTRANCE/FOYER, TOILETS AND KITCHENS
 2. WOOD FLOOR – LIVING ROOM, DINING ROOM STAIRS AND HALLS
 3. CARPET – BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
 1. 1/2" MINIMUM PAINTED GYPSUM BOARD – ALL ROOMS INCLUDING UNTILED TOILET WALLS.
 2. 5/8" MINIMUM PAINTED GYPSUM BOARD – INTERIOR OF EXTERIOR WALLS.
 3. PORCELAIN/CERAMIC TILES – TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
 1. PAINTED SMOOTH GYPSUM BOARD

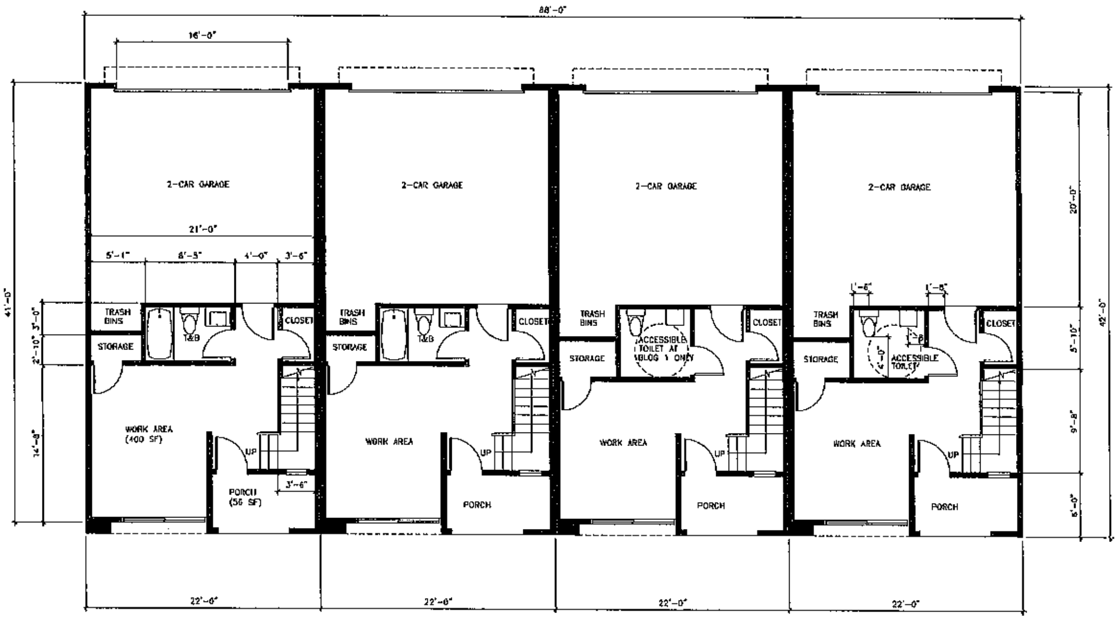
L. CASEWORK:
 1. KITCHENS – WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
 2. TOILETS – WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
 1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
 2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

N. PLUMBING SYSTEM:
 1. HOT AND COLD WATER
 2. 50 GALLON HOT WATER HEATER
 3. GAS STOVE

O. ELECTRICAL SYSTEM:
 1. 200 AMP POWER SERVICE
 2. LED LIGHTING

P. COMMUNICATIONS:
 1. CABLE READY
 2. TELEPHONE/DATA



FIRST FLOOR PLAN (A / A101)
1/4"=1'-0"
FLOOR AREA 836 SF EACH UNIT (EXCLUDING PORCH)

EML

ARCHITECT:
E. M. LOPEZ Architect
815 N. CESAR E. CHAVEZ
SUITE 205
LOS ANGELES, CA. 90012
TEL. (213) 631-3556
FAX. (213) 631-2845

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 891-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8061 LAMPSON ST,
STANTON CA, 92841

APN:
131-492-05
131-492-06
131-492-20

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING:
ALL NEW
62 COVERED
31 OPEN GUEST

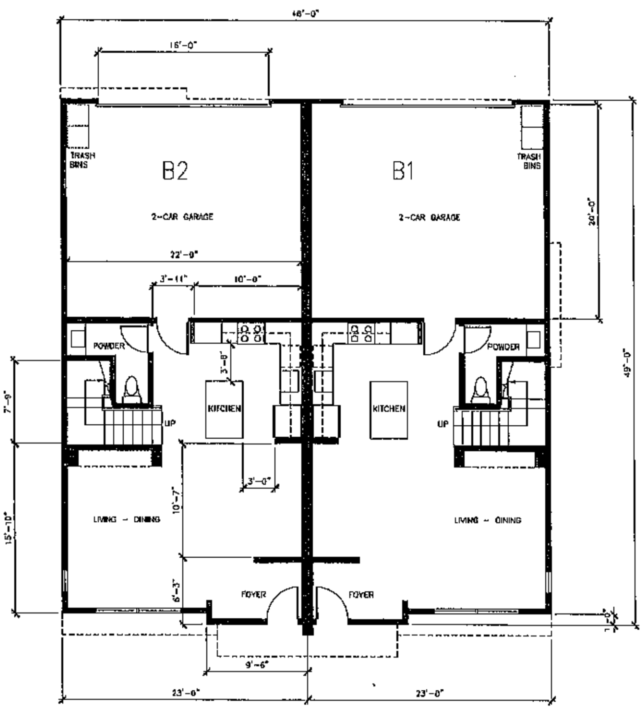
DATE	REVISIONS
10/04/15	SITE PLAN/DESIGN REVIEW
05/10/16	DESIGN REVIEW RESUBMITTAL
05/06/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS:
BLDG 1 AND 2
A UNITS 3-BEDROOM (LIVE/WORK)

SCALE:	1/16" = 1'-0"
CADD FILE:	
DRAWN:	B. MENDOZA
DATE:	12/05/15

SHEET NO:
A101

SHEET OF



FIRST FLOOR PLAN (A / A102)
1/4"=1'-0"

FLOOR AREA 1113 SF PER UNIT

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
   1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
   1. 2X WOOD STUDS
   2. WOOD FLOOR JOISTS
   3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
   1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
   2. R-30 FIBERGLASS INSULATION FOR ROOFING
   3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
   1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
   1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
   2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
   3. INTERIOR - SOLID FLUSH

F. WINDOWS:
   1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
      a. EXTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING
      b. 1/2" AIR SPACE
      c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
   1. CHROME FINISH

H. EXTERIOR WALL FINISH:
   1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
   2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
   1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER, TOILETS AND KITCHENS
   2. WOOD FLOOR - LIVING ROOM, DINING ROOM STAIRS AND HALLS
   3. CARPET - BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
   1. 1/2" MINIMUM PAINTED GYPSUM BOARD - ALL ROOMS INCLUDING UNTILED TOILET WALLS.
   2. 5/8" MINIMUM PAINTED GYPSUM BOARD - INTERIOR OF EXTERIOR WALLS.
   3. 3. PORCELAIN/CERAMIC TILES - TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
   1. PAINTED SMOOTH GYPSUM BOARD

L. CASEWORK:
   1. KITCHENS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
   2. TOILETS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
   1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
   2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

N. PLUMBING SYSTEM:
   1. HOT AND COLD WATER
   2. 50 GALLON HOT WATER HEATER
   3. GAS STOVE

O. ELECTRICAL SYSTEM:
   1. 200 AMP POWER SERVICE
   2. LED LIGHTING

P. COMMUNICATIONS:
   1. CABLE READY
   2. TELEPHONE/DATA

EML

ARCHITECT:
E. M. LOPEZ Architect
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TEL. (213) 621-2334
FAX. (213) 621-2343

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKEHPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-00
131-482-08
131-482-26

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,640 SF (1.60 ACRES)

PARKING:
ALL NEW
62 COVERED
31 OPEN GUEST

DATE	REVISIONS
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

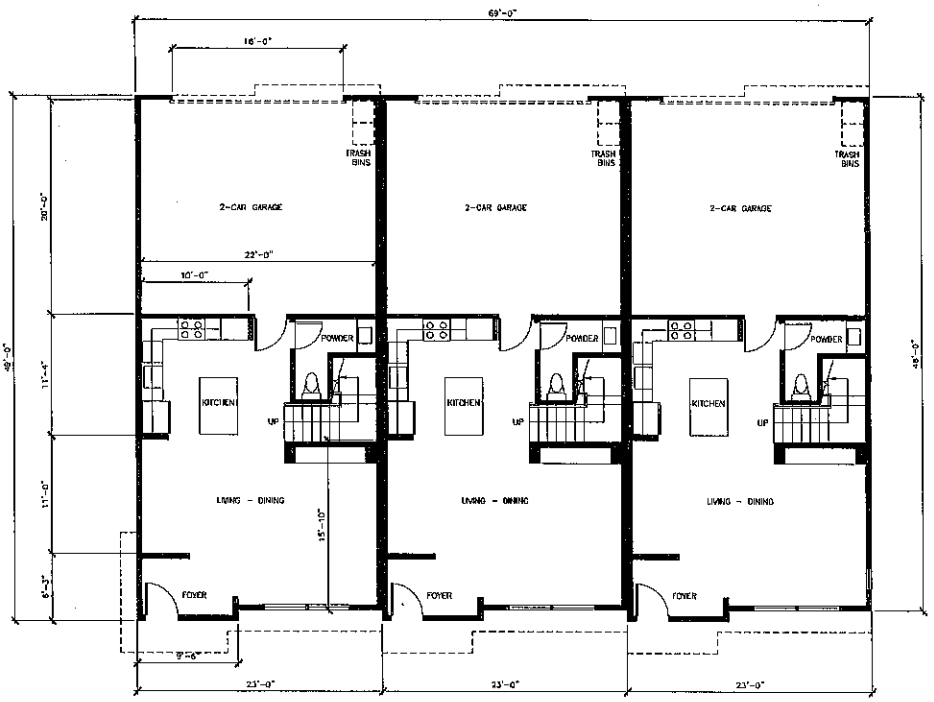
SHEET CONTENTS

BLDG. 3, 4, AND 6
B1/B2 UNITS
3-BEDROOM
(LIVE/WORK)

SCALE: [illegible]
CADD FILE:
DRAWN: [illegible]
DATE: [illegible]

SHEET NO:
A102

SHEET OF



FIRST FLOOR PLAN (A / A103)
1/4"=1'-0"
FLOOR AREA 1113 SF PER UNIT

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
1. 2X WOOD STUDS
2. WOOD FLOOR JOISTS
3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
2. R-30 FIBERGLASS INSULATION FOR ROOFING
3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
3. INTERIOR - SOLID FLUSH

F. WINDOWS:
1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   a. EXTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING
   b. 1/2" AIR SPACE
   c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
1. CHROME FINISH

H. EXTERIOR WALL FINISH:
1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER, TOILETS AND KITCHENS
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2. 50 GALLON HOT WATER HEATER
3. GAS STOVE

O. ELECTRICAL SYSTEM:
1. 200 AMP POWER SERVICE
2. LED LIGHTING

P. COMMUNICATIONS:
1. CABLE READY
2. TELEPHONE/DATA

EML

ARCHITECTS:
E. M. LOPEZ Architect
315 E. CESAR E. CHAVEZ
SUITE 360
LOS ANGELES, CA. 90012
TEL. (323) 621-1558
FAX. (323) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
© MAX CAPITAL LLC.

PHONE: (714) 661-4561
EMAIL:
KIEUPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 3 AND 4 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8041 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-08
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
80,640 SF (1.69 ACRES)

PARKING:
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
11/05/15	SITE PLAN/DESIGN REVIEW
04/20/16	DESIGN REVIEW RESUBMITTAL
09/09/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

BUILDING 5
62 UNITS
2-BEDROOM

SCALE: 1/4" = 1'-0"
CADD FILE:
DRAWN: E. LOPEZ
DATE: 11/04/15

SHEET NO.
A103

SHEET OF

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
   1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
   1. 2X WOOD STUDS
   2. WOOD FLOOR JOISTS
   3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

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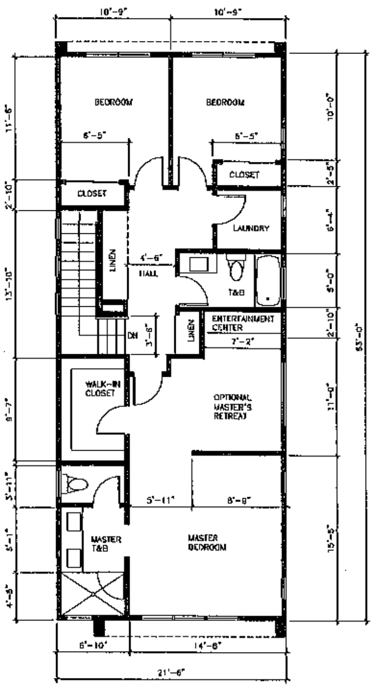
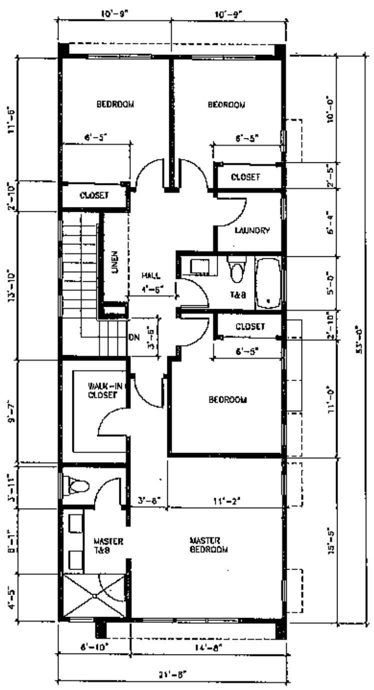
   2. 50 GALLON HOT WATER HEATER
   3. GAS STOVE

O. ELECTRICAL SYSTEM:
   1. 200 AMP POWER SERVICE
   2. LED LIGHTING

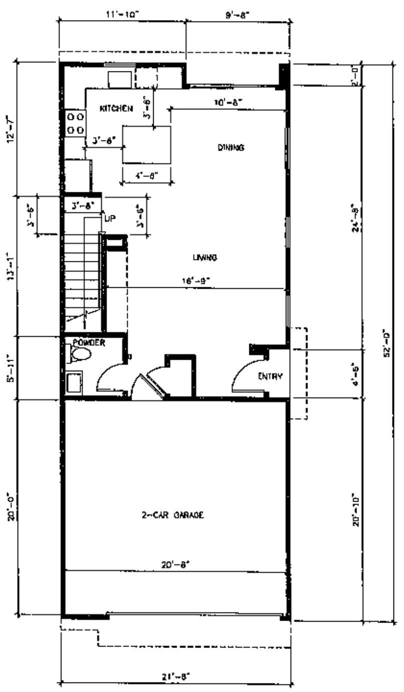
P. COMMUNICATIONS:
   1. CABLE READY
   2. TELEPHONE/DATA



SECOND FLOOR PLAN - ALTERNATE (C / A104)
1/4"=1'-0"
FLOOR AREA 1139 SF



SECOND FLOOR PLAN (B / A104)
1/4"=1'-0"
FLOOR AREA 1139 SF



FIRST FLOOR PLAN (A / A104)
1/4"=1'-0"
FLOOR AREA 1090 SF

EML

ARCHITECT:
E. M. LOPEZ Architect

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4661
EMAIL:

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-08
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
85,640 SF (1.00 ACRES)

PARKING:
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS

SHEET CONTENTS

BLDG. 7 THRU 14
C UNITS
4-BEDROOM

SCALE:
CADD FILE:
DRAWN:
DATE:

SHEET NO.
A104

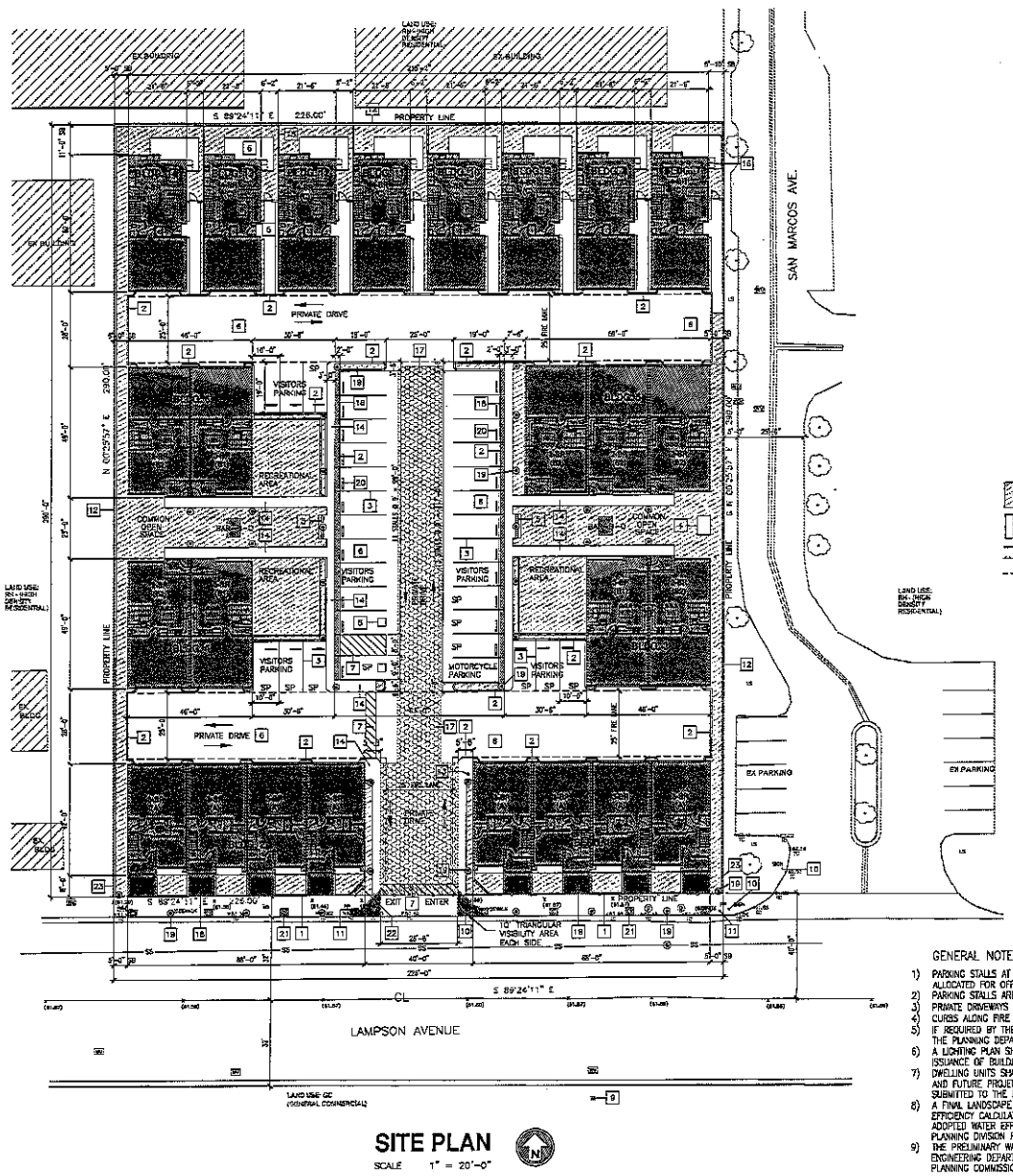
SHEET OF

LAMPSON MIXED-USE COMMUNITY DEVELOPMENT

8081 LAMPSON AVENUE STANTON CALIFORNIA 92841

A DEVELOPMENT BY 9 MAX CAPITAL LLC.
9587 BOLSA AVENUE WESTMINSTER CALIFORNIA 92683

EM LOPEZ ARCHITECT
815 W CESAR E CHAVEZ AVE SUITE 203 LOS ANGELES CA 90012



SITE PLAN

SCALE 1" = 20'-0"

TYPICAL SITE PLAN KEY NOTES

1. (N) 42" HIGH WOOD SIDINGS SCREEN WALL
2. (N) 6" HIGH CONCRETE CURB
3. (N) 4" WIDE PAINTED PARKING STRIPING ON PAVEMENT
4. (N) ELECTRIC TRANSFORMER
5. (N) MAIL BOXES
6. (N) ASPHALT CONCRETE PAVING
7. (N) 4" WIDE PAINTED ACCESSIBILITY PATH STRIPING ON PAVEMENT
8. (N) ACCESSIBILITY SIGN PAINTED ON PAVEMENT
9. (E) FIRE HYDRANT
10. (E) STREET/TRAFFIC SIGN TO REMAIN
11. (E) POWER POLE
12. (E) 8' HIGH COMMONLY OWNED MASONRY FENCE TO REMAIN, FENCE SHALL NOT BE REMOVED AND SHALL BE MAINTAINED DURING CONSTRUCTION.
13. (N) NEW FIRE HYDRANT
14. (N) CONCRETE SIDEWALK
15. (N) 6' WOOD FENCE
16. (N) TRASH BIN AREA
17. (N) INTERLOCKING PERMEABLE PAVERS
18. (N) TEXTURED/PATTERNED COLORED CONCRETE
19. (N) 12' LIGHT POST
20. (N) PRECAST CONCRETE WHEEL BUMPER
21. (N) TREE WELL WITH METAL TREE GRATE SEE SHEET A002 FOR TREE SPECIFICATIONS
22. (N) SIGN MONUMENT
23. 6' LONG OF EXISTING 6' HIGH MASONRY WALL TO BE RENOVATED – LOWERED TO 42" HIGH

LEGEND AND ABBREVIATIONS

- (N) 12' LIGHT POST
- LANDSCAPED AREA SEE LANDSCAPE DRAWING SHEET A002
- EXISTING BUILDING
- EXISTING CONCRETE BLOCK FENCE
- PROPERTY LINE
- FIRE LANE
- X (61.48) EXISTING ELEVATION
- EXISTING TOP OF CURB
- DIRT EXISTING DIRT
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING STORM DRAIN MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING TREE

AVE	AVENUE
BALC	BALCONY
BR	BEDROOM
BLDG	BUILDING
EX. (E)	EXISTING
FAR	FLOOR AREA RATIO
INCL	INCLUDING
LS	EXISTING LANDSCAPE
(N)	NEW
NO.	NUMBER
PP	POWER POLE
SB	SETBACK
SF	SQUARE FEET
SP	SHARED PARKING
SS	SANITARY SEWER
W/O	WITHOUT

GENERAL NOTES

1) PARKING STALLS AT VISITORS PARKING MARKED WITH "SP" ARE SHARED PARKING ALLOCATED FOR OFFICE SPACES.
2) PARKING STALLS ARE 9' X 19' AND 10' X 19' WHERE INDICATED ADJACENT TO WALL
3) PRIVATE DRIVEWAYS SHALL BE ASPHALT CONCRETE AND PERMEABLE PAVING.
4) CURBS ALONG FIRE LANES SHALL BE PAINTED RED.
5) IF REQUIRED BY THE CITY OF STANTON, A PARKING STUDY SHALL BE SUBMITTED TO THE PLANNING DEPARTMENT FOR APPROVAL.
6) A LIGHTING PLAN SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMIT.
7) DWELLING UNITS SHALL BE DESIGNED TO BE SOUND ATTENUATED AGAINST PRESENT AND FUTURE PROJECT NOISE. AN ACOUSTICAL ANALYSIS REPORT SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMITS.
8) A FINAL LANDSCAPE AND IRRIGATION PLAN WITH ALL THE REQUIRED WATER EFFICIENCY CALCULATIONS AND CERTIFICATIONS, AS REQUIRED BY SMC AND ADOPTED WATER EFFICIENT ORDINANCE GUIDELINES SHALL BE SUBMITTED TO THE PLANNING DIVISION PRIOR TO ISSUANCE OF BUILDING PERMITS.
9) THE PRELIMINARY WATER QUALITY MANAGEMENT PLAN MUST BE APPROVED BY THE ENGINEERING DEPARTMENT PRIOR TO NOTICING OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION.

ZONING DATA

A. OPEN SPACE REQUIRED FOR LIVE/WORK COMPONENT (UNIT A)
10% OF NET LOT AREA
OPEN SPACE = 65,540 (LOT SIZE) MINUS 23,501 (DRIVEWAYS/WALKS) 42,039 X 10% — 4,204 SF

B. OPEN SPACE REQUIRED FOR RESIDENTIAL COMPONENT (UNITS B1, B2 AND C)
15% OF GROSS LIVEABLE FLOOR AREA 29,925 X 15% = 4,489 SF
BROKEN DOWN AS FOLLOWS:
1) FROM COMMON SPACE = 70% OF 4,489 — 3,142 SF
2) FROM PRIVATE BALCONIES/PORCHES/YARDS = 30% OF 4,489 — 1,347 SF

TOTAL REQUIRED OPEN SPACE REQUIRED FOR LIVE/WORK AND RESIDENTIAL COMPONENTS — 7,346 SF
TOTAL REQUIRED PRIVATE OPEN SPACE (PRIVATE BALCONIES/PORCHES/YARDS) — 1,347 SF

C. OPEN SPACE TABULATION (PROVIDED)

1) COMMON OPEN SPACES
a) SPACE BETWEEN BUILDINGS 3 AND 4, 4 AND 5 — 3,713 SF
b) RECREATIONAL AMENITIES = 1665 SF X 3 LOCATIONS — 2,595 SF
c) BONUS FOR RECREATIONAL AREA 2:1 RATIO. 30% OF 7,310 SF/2 — 1,098 SF
TOTAL COMMON OPEN SPACES — 7,407 SF

2) PRIVATE OPEN SPACES
a) BACKYARD & SIDEYARD LANDSCAPE @ C TYPE UNITS — 3,280 SF
b) LANDSCAPE ALONG LAMPSON STREET — 632 SF
c) BALCONY & PORCH AT UNIT A (130 SF X 8) — 1,040 SF
d) BALCONY AT UNIT B1 (44 SF X 3) — 132 SF
e) BALCONY AT UNIT B2 (80 SF X 6) — 480 SF
TOTAL PRIVATE OPEN SPACES — 5,964 SF

TOTAL OPEN SPACES PROVIDED (COMMON AND PRIVATE) — 13,371 SF

C. RATIO OF OPEN SPACE/AREA OF DWELLING UNITS

13,371/50,194 — 26.63%

D. PARKING PER SECTION 20.320.030 TABLE 3-6

1) LIVE/WORK UNITS (UNIT A) BLDG. 1 AND 2:
A. 8-RESIDENTIAL COMPONENT — 2 COVERED/UNIT X 8 — = 16.00
B. OFFICE SPACES (@ 400 SF EA.) — 3,200 SF/300 — = 10.66*

2) ATTACHED TOWNHOME UNITS (UNIT B1 AND B2) BLDG. 3, 4, 5, &
A. 6-2 BEDROOM — 3 SPACES X 6 — = 18.00
B. 3-3 BEDROOM — 4 SPACES X 3 — = 12.00
C. GUEST PARKING — 9 UNITS/3 — = 3.00

3) DETACHED TOWNHOME UNITS (UNIT C) BLDG. 7, 8, 9, 10 11, 12, 13, 14:
A. 8-4 BEDROOM — 4 SPACES X 8 — = 32.00
B. GUEST PARKING — 8 UNITS/3 — = 2.66

4) TOTAL NUMBER OF PARKING REQUIRED: — = 94.00

5) PARKING PROVIDED:
A. CONCRETE PARKING (2 CAR GARAGE PER UNIT) — = 50.00
B. OPEN PARKING — = 34.00
TOTAL — = 84.00

*PARKING FOR OFFICE SPACES ARE SHARED PARKING FROM THE 34 OPEN PARKING SPACES PROVIDED.

E. SETBACKS PER SECTION 20.230.050 TABLE 2-12

1) FRONT SETBACK (NON REQUIRED) — 9 FEET PROVIDED
2) SIDE SETBACK — 5 FEET
3) REAR SETBACK — 10 FEET

F. FLOOR AREA RATIO FOR NON-RESIDENTIAL USES OF LIVE WORK UNITS (UNIT A'S):

FAR = 8 UNITS AT 400 SF EACH = 3,200 SF/65,540 = 4.8%

G. NUMBER OF UNITS WITH ACCESSIBLE TOILETS = 3 (EQUIVALENT TO 10% OF TOTAL UNITS

BUILDING AREAS SUMMARY

BUILDING NUMBER	UNITS PER BUILDING	NUMBER OF STORY	UNIT TYPE	UNIT AREA INCL. GARAGE (SF)*	BUILDING AREA INCL. GARAGE (SF)*	BUILDING AREA (SF) **
1	4	3	A	2,748	10,992	8,908
2	4	3	A	2,748	10,992	8,908
3	2	2	B1, B2	2,226	4,452	3,389
4	2	2	B1, B2	2,226	4,452	3,389
5	3	2	B2	2,226	6,678	5,043
6	2	2	B1, B2	2,226	4,452	3,389
7	1	2	C	2,229	2,229	1,790
8	1	2	C	2,229	2,229	1,790
9	1	2	C	2,229	2,229	1,790
10	1	2	C	2,229	2,229	1,790
11	1	2	C	2,229	2,229	1,790
12	1	2	C	2,229	2,229	1,790
13	1	2	C	2,229	2,229	1,790
14	1	2	C	2,229	2,229	1,790
TOTAL NO. OF UNITS	25		TOTAL FLOOR AREA		59,850	

*FLOOR AREA INCLUDE PORCHES AND BALCONIES **FLOOR AREA EXCLUDE GARAGE, PORCHES AND BALCONIES

TOWNHOME UNITS AREA SUMMARY

UNIT TYPE	HABITABLE FLOOR AREA W/O GARAGE (SF)			UNIT AREA EXCL. GARAGE/BALC/PORCH (SF)	GARAGE AREA (SF)	BALCONY/PORCH AREA (SF)	NO. OF BEDROOM
	FIRST FLR	SECOND FLR	THIRD FLR				
A	405	556	924	2,185	451	112	3
B1	643	1113	–	1,706	470	48	3
B2	643	1113	–	1,681	470	75	2
C	651	1139	–	1,790	439	–	4

EML

ARCHITECT:
E. M. LOPEZ Architect
619 W. CEDAR ST. CHANCE
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 622-3358
FAX. (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.
PHONE: (714) 851-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-26

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
03/29/16	SITE PLAN/DESIGN REVIEW
09/19/16	DESIGN REVIEW RESUBMITTAL
09/05/16	DESIGN REVIEW RESUBMITTAL

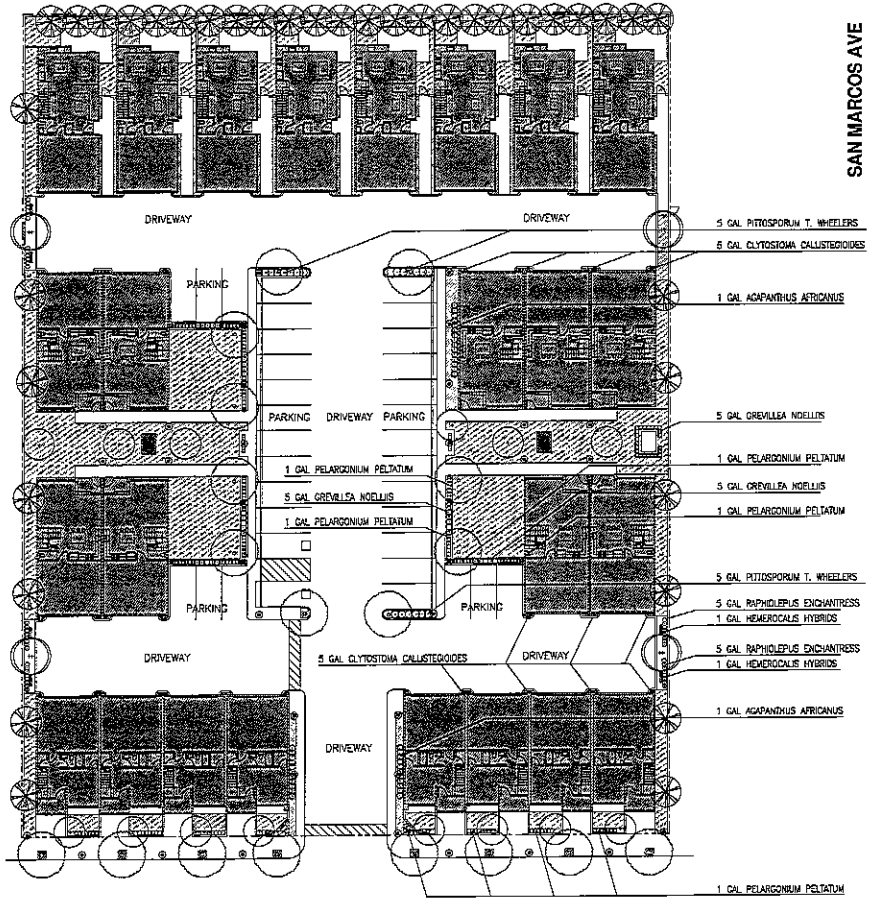
SHEET CONTENTS

SITE PLAN
PROJECT DATA

SCALE: 1" = 20'-0"
CADD FILE:
DRAWN: E. LOPEZ
DATE: 03/29/16

SHEET NO:
A001

SHEET OF



NOTE:

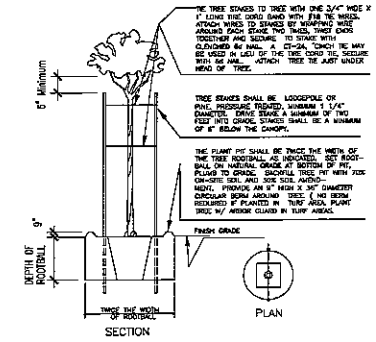
PLANTING LAYOUT AND SPECIFICATIONS ARE TYPICAL ON THE OPPOSITE SIDE.

PRELIMINARY LANDSCAPE - PLANTING PLAN

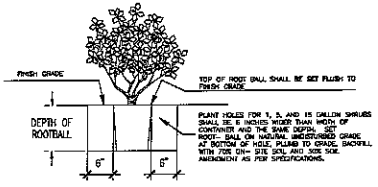
SCALE 1" = 20'-0"

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	SIZE/SPACING
	GEIJERA PARVIFLORA	24" - BOX
	JUNIPERUS CHINENSIS 'SPARTAN'	15 - GALLON
	PYRUS C. BARADFORD	15 - GALLON
	KOELREUTERIA PANICULATA	24" - BOX
	TALL FESCUE BLEND (MARATHON II)	TURF/SOD
	CERASTIUM TOMENTOSUM	PLANTED @ 12" O.C.
	ISOTOMA FLUVIATALIS	PLANTED @ 12" O.C.
	12' HIGH LIGHT POST	
	TREE WELL WITH METAL TREE GRATE	



2 L001 TREE STAKING - DOUBLE NOT TO SCALE



1 L001 SHRUB PLANTING DETAIL NOT TO SCALE

EML

ARCHITECT:
E.M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 621-2356
FAX. (213) 621-2845

LAMPSON MIXED-USE COMMUNITY

OWNER:
S MAX CAPITAL LLC.

PHONE: (714) 651-4651
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY.
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,640 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
03/25/16	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
08/08/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

PRELIMINARY LANDSCAPE PLANTING PLAN

SCALE:	1" = 20'-0"
CADD FILE:	
DRAWN:	D. ALFONSO
DATE:	03/25/16

SHEET NO.
A002

SHEET OF

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
   1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
   1. 2X WOOD STUDS
   2. WOOD FLOOR JOISTS
   3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
   1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
   2. R-30 FIBERGLASS INSULATION FOR ROOFING
   3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
   1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
   1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
   2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
   3. INTERIOR - SOLID FLUSH

F. WINDOWS:
   1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
      a. EXTERIOR SIDE - 1/4" LAMINATED GLASS
      b. 1/2" AIR SPACE
      c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
   1. CHROME FINISH

H. EXTERIOR WALL FINISH:
   1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
   2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
   1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER. TOILETS AND KITCHENS
   2. WOOD FLOOR - LIVING ROOM. DINING ROOM STAIRS AND HALLS
   3. CARPET - BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
   1. 1/2" MINIMUM PAINTED GYPSUM BOARD - ALL ROOMS INCLUDING UNTILED TOILET WALLS.
   2. 5/8" MINIMUM PAINTED GYPSUM BOARD - INTERIOR OF EXTERIOR WALLS.
   3. PORCELAIN/CERAMIC TILES - TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
   1. PAINTED SMOOTH GYPSUM BOARD

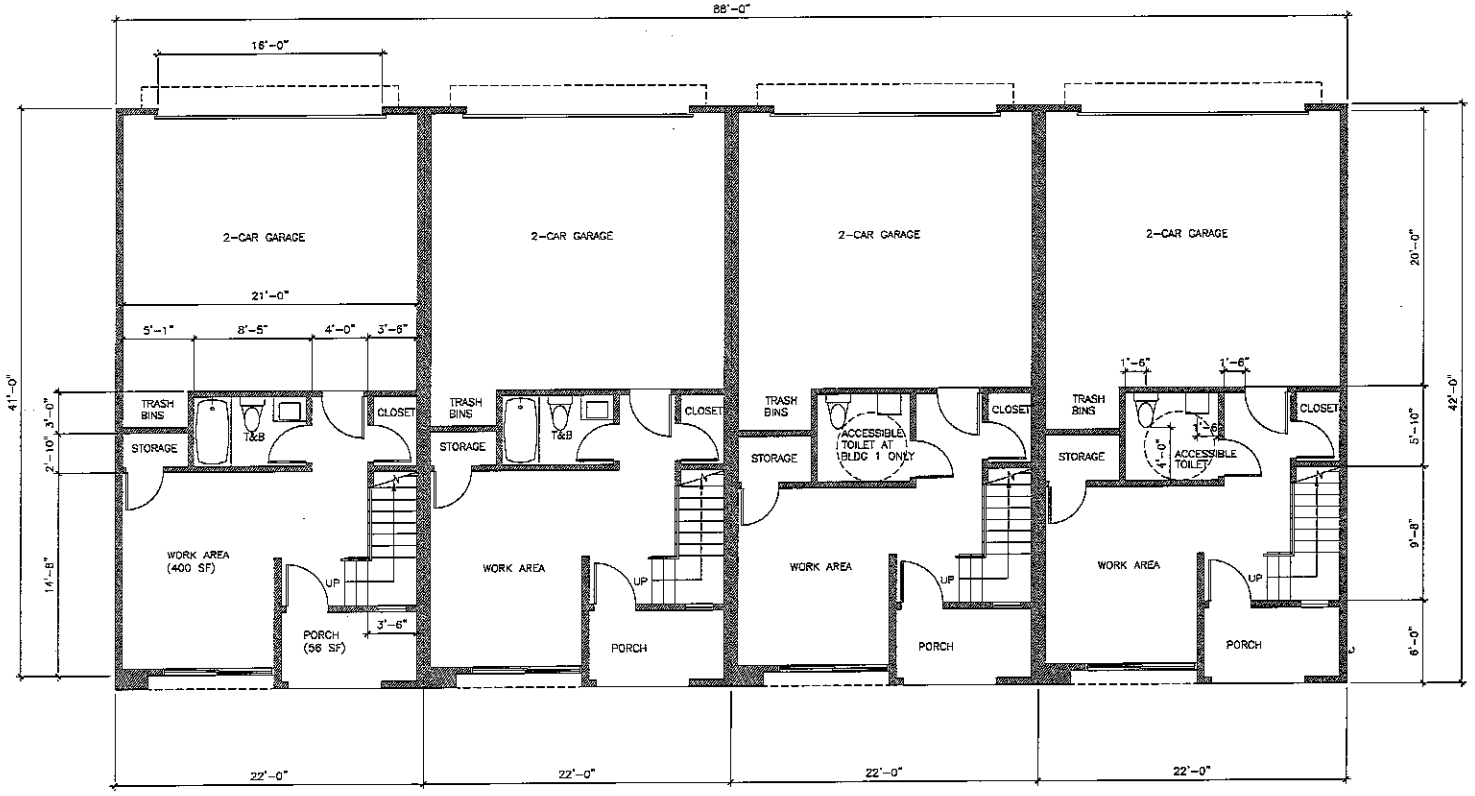
L. CASEWORK:
   1. KITCHENS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
   2. TOILETS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
   1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
   2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

N. PLUMBING SYSTEM:
   1. HOT AND COLD WATER
   2. 50 GALLON HOT WATER HEATER
   3. GAS STOVE

O. ELECTRICAL SYSTEM:
   1. 200 AMP POWER SERVICE
   2. LED LIGHTING

P. COMMUNICATIONS:
   1. CABLE READY
   2. TELEPHONE/DATA



FIRST FLOOR PLAN (A / A101)
1/4"=1'-0"

FLOOR AREA 856 SF EACH UNIT (EXCLUDING PORCH)

EML
ARCHITECT:
E. M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 621-2358
FAX. (213) 621-6843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4561
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY.
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
08/08/16	DESIGN REVIEW RESUBMITTAL

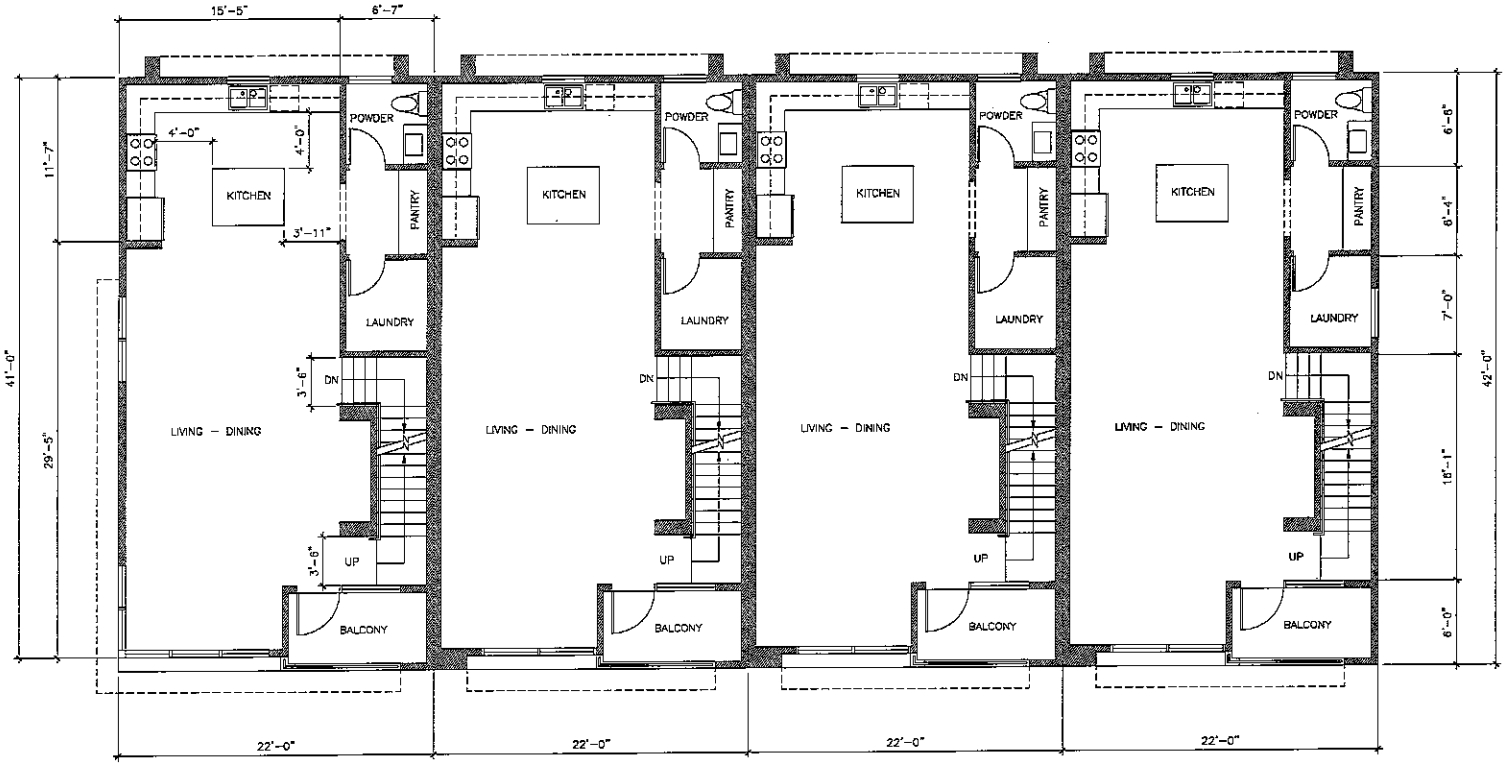
SHEET CONTENTS

BLDG. 1 AND 2
A UNITS 3-BEDROOM
(LIVE/WORK)

SCALE: 1/16" = 1'-0"
CADD FILE:
DRAWN: B. ALFONSO
DATE: 12/01/15

SHEET NO:
A101

SHEET OF



SECOND FLOOR PLAN (A / A101A)

1/4"=1'-0"

FLOOR AREA 858 SF EACH UNIT
(EXCLUDING PORCH)

EML

ARCHITECT:
E. M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 621-2336
FAX. (213) 621-2643

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY.
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-26

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
08/08/16	DESIGN REVIEW RESUBMITTAL

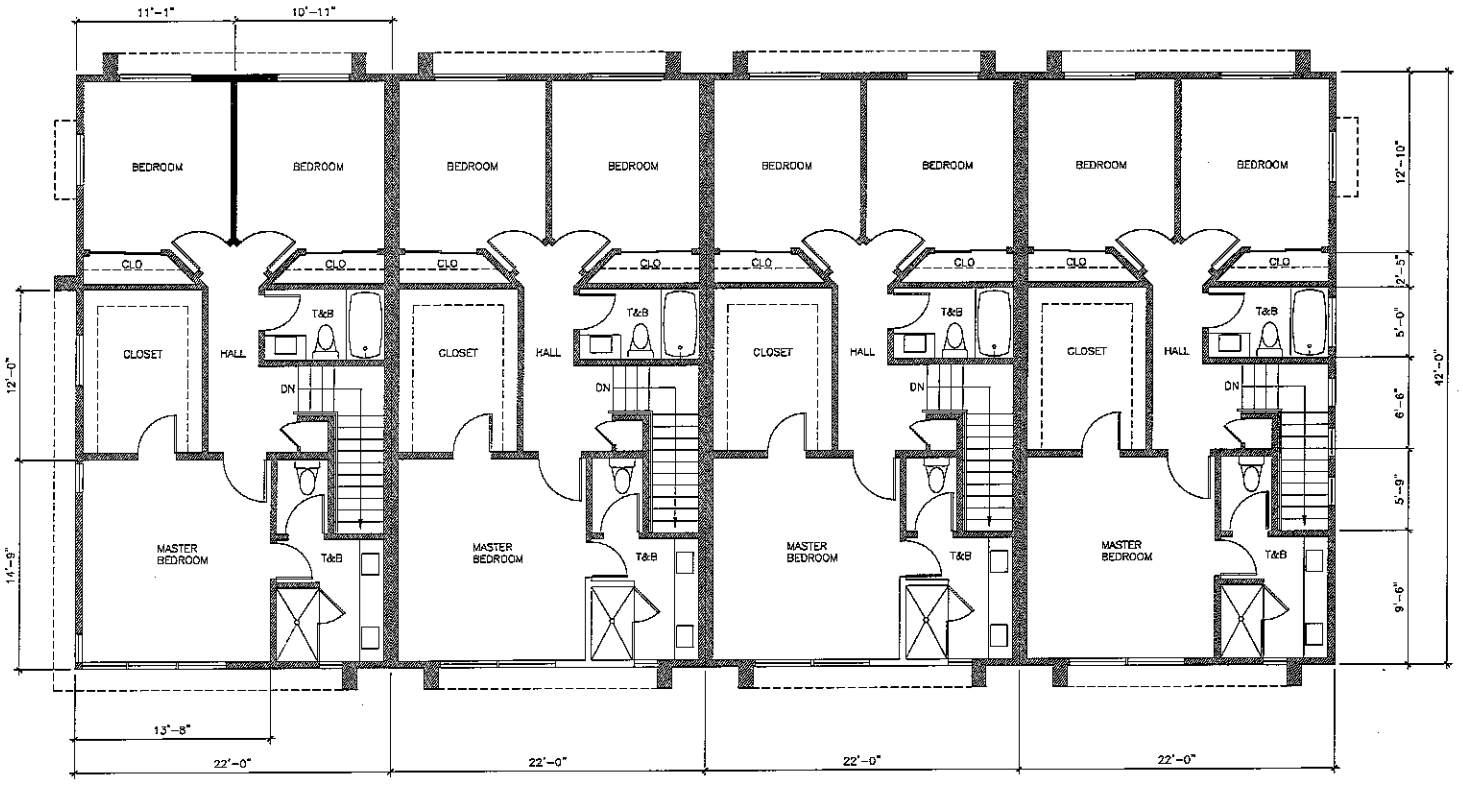
SHEET CONTENTS

BLDG. 1 AND 2
A UNITS 3-BEDROOM
(LIVE/WORK)

SCALE: 1/4" = 1'-0"
CADD FILE:
DRAWN: D. AUTOR
DATE: 12/01/15

SHEET NO:
A101A

SHEET OF



THIRD FLOOR PLAN (A / A101B)
1/4"=1'-0"

FLOOR AREA 924 SF PER UNIT

EML

ARCHITECT:
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FAX. (213) 621-2643

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
9081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY
MIXED-USE DISTRICT

LOT AREA:
65,640 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
09/06/16	DESIGN REVIEW RESUBMITTAL

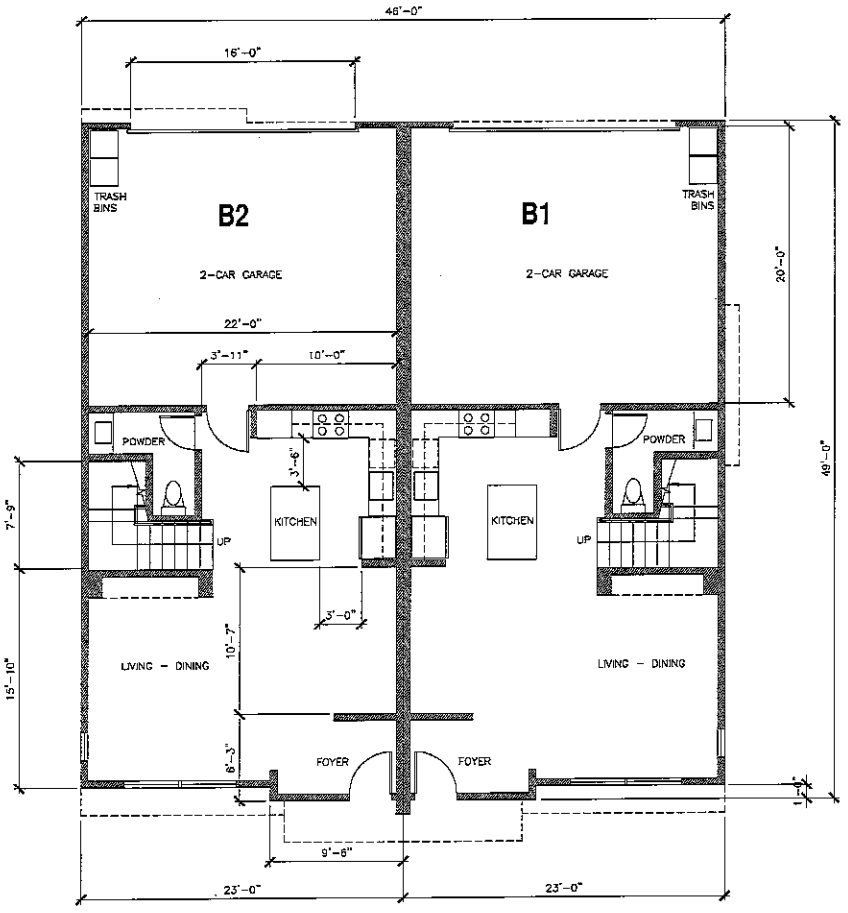
SHEET CONTENTS

BLDG. 1 AND 2
A UNITS 3-BEDROOM
(LIVE/WORK)

SCALE:	1/4" = 1'-0"
CADD FILE:	
DRAWN:	O. ALFONSO
DATE:	12/01/15

SHEET NO:
A101B

SHEET OF



FIRST FLOOR PLAN (A / A102)
1/4"=1'-0"

FLOOR AREA 1113 SF PER UNIT

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
1. 2X WOOD STUDS
2. WOOD FLOOR JOISTS
3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
2. R-30 FIBERGLASS INSULATION FOR ROOFING
3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
3. INTERIOR - SOLID FLUSH

F. WINDOWS:
1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   a. EXTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING
   b. 1/4" AIR SPACE
   c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
1. CHROME FINISH

H. EXTERIOR WALL FINISH:
1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER, TOILETS AND KITCHENS
2. WOOD FLOOR - LIVING ROOM, DINING ROOM STAIRS AND HALLS
3. CARPET - BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
1. 1/2" MINIMUM PAINTED GYPSUM BOARD - ALL ROOMS INCLUDING UNTILED TOILET WALLS.
2. 5/8" MINIMUM PAINTED GYPSUM BOARD - INTERIOR OF EXTERIOR WALLS.
3. 3. PORCELAIN/CERAMIC TILES - TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
1. PAINTED SMOOTH GYPSUM BOARD

L. CASEWORK:
1. KITCHENS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
2. TOILETS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

N. PLUMBING SYSTEM:
1. HOT AND COLD WATER
2. 50 GALLON HOT WATER HEATER
3. GAS STOVE

O. ELECTRICAL SYSTEM:
1. 200 AMP POWER SERVICE
2. LED LIGHTING

P. COMMUNICATIONS:
1. CABLE READY
2. TELEPHONE/DATA

EML

ARCHITECT:
E. M. LOPEZ Architect
615 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012

TEL. (213) 621-2350
FAX. (213) 621-2643

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4561
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
28 TOWNHOME UNITS.
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,640 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
09/02/16	DESIGN REVIEW RESUBMITTAL

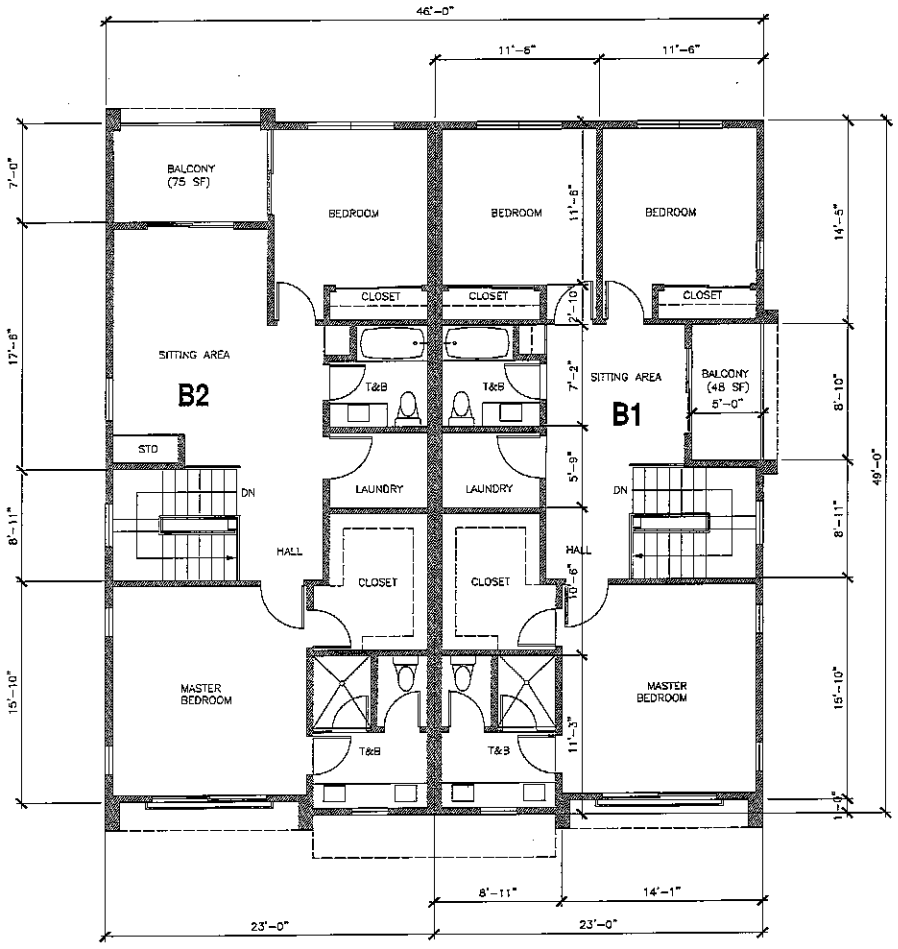
SHEET CONTENTS

BLDG. 3, 4, AND 6
B1/B2 UNITS
3-BEDROOM
(LIVE/WORK)

SCALE:	1/16" = 1'-0"
CADD FILE:	
DRAWN:	D. ALFONSO
DATE:	12/01/15

SHEET NO:
A102

SHEET OF



SECOND FLOOR PLAN (A/A102A)
1/4"=1'-0"

FLOOR AREA 1113 SF PER UNIT
(INCLUDING BALCONY)

EML

ARCHITECT:
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815 W. CESAR E. CHAVEZ
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LOS ANGELES, CA. 90012
TEL. (213) 621-2358
FAX. (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC

PHONE: (714) 651-4651
EMAIL:
KKBNPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
26 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
09/10/16	DESIGN REVIEW RESUBMITTAL

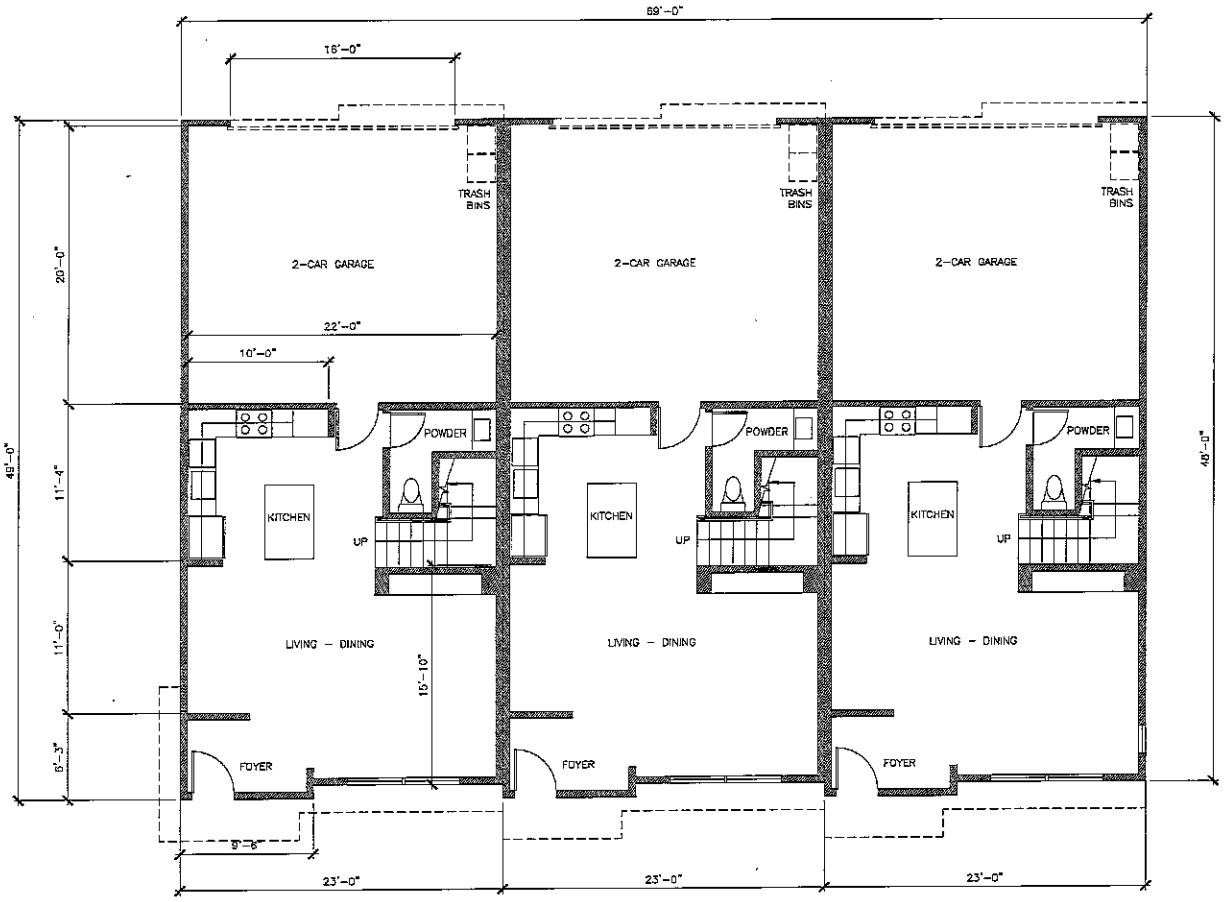
SHEET CONTENTS

BLDG. 3, 4, AND 6
B1/B2 UNITS
3-BEDROOM
(LIVE/WORK)

SCALE: 1/16" = 1'-0"
CADD FILE:
DRAWN: D. ALFONSO
DATE: 12/01/15

SHEET NO:
A102A

SHEET OF



FIRST FLOOR PLAN (A103)
1/4"=1'-0"

FLOOR AREA 1113 SF PER UNIT

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
1. 2X WOOD STUDS
2. WOOD FLOOR JOISTS
3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
2. R-30 FIBERGLASS INSULATION FOR ROOFING
3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
3. INTERIOR - SOLID FLUSH

F. WINDOWS:
1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   a. EXTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING
   b. 1/4" AIR SPACE
   c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
1. CHROME FINISH

H. EXTERIOR WALL FINISH:
1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER. TOILETS AND KITCHENS
2. WOOD FLOOR - LIVING ROOM. DINING ROOM STAIRS AND HALLS
3. CARPET - BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
1. 1/2" MINIMUM PAINTED GYPSUM BOARD - ALL ROOMS INCLUDING UNTILED TOILET WALLS.
2. 5/8" MINIMUM PAINTED GYPSUM BOARD - INTERIOR OF EXTERIOR WALLS.
3. 3. PORCELAIN/CERAMIC TILES - TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
1. PAINTED SMOOTH GYPSUM BOARD

L. CASEWORK:
1. KITCHENS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
2. TOILETS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

N. PLUMBING SYSTEM:
1. HOT AND COLD WATER
2. 50 GALLON HOT WATER HEATER
3. GAS STOVE

O. ELECTRICAL SYSTEM:
1. 200 AMP POWER SERVICE
2. LED LIGHTING

P. COMMUNICATIONS:
1. CABLE READY
2. TELEPHONE/DATA

EML

ARCHITECTS
E. M. LOPEZ Architect
615 W. CESAR E. CHAVEZ
SUITE 205
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TEL. (213) 621-2356
FAX. (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
29 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8091 LAMPSON ST.
STANTON CA. 92841

APN:
131-492-05
131-492-06
131-492-26

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
09/06/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

BUILDING 5
B2 UNITS
2-BEDROOM

SCALE:	1/4" = 1'-0"
CADD FILE:	
DRAWN:	E. ALPHOSO
DATE:	12/01/15

SHEET NO:
A103

SHEET OF

SECOND FLOOR PLAN (A / A103A)
1/4"=1'-0"

FLOOR AREA 1113 SF PER UNIT
(INCLUDING BALCONY)

EML

ARCHITECT:
E. M. LOPEZ Architect
813 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 621-2330
FAX. (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
09/16/16	DESIGN REVIEW RESUBMITTAL
09/06/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

BUILDING 5
82 UNITS
2-BEDROOM

SCALE: 1/4" = 1'-0"
CADD FILE:
DRAWN: D. ALONSO
DATE: 12/01/15

SHEET NO:
A103A

SHEET OF

OUTLINE SPECIFICATIONS

A. GROUND FLOOR AND FOUNDATION:
1. POURED-IN-PLACE REINFORCED SLAB ON GRADE AND CONCRETE FOOTINGS

B. FRAMING:
1. 2X WOOD STUDS
2. WOOD FLOOR JOISTS
3. WOOD ROOF RAFTERS AND PLYWOOD SHEATHING

C. THERMAL/ACOUSTIC INSULATION:
1. R-13 FIBERGLASS INSULATION FOR EXTERIOR WALLS
2. R-30 FIBERGLASS INSULATION FOR ROOFING
3. R-13 FIBERGLASS INSULATION FOR PARTY WALLS

D. ROOFING:
1. MEMBRANE ROOFING (FLAT ROOF)

E. DOORS:
1. EXTERIOR - SOLID CORE ENTRANCE PANEL DOORS
2. EXTERIOR - ALUMINUM FRAME SLIDING INSULATED GLASS
3. INTERIOR - SOLID FLUSH

F. WINDOWS:
1. FIXED AND OPERABLE ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   a. EXTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING
   b. 1/4" AIR SPACE
   c. INTERIOR SIDE - 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE OF OPENING

G. FINISH HARDWARE:
1. CHROME FINISH

H. EXTERIOR WALL FINISH:
1. CEMENT PLASTER WITH STUCCO FINISH SYSTEM
2. COMPOSITE/CEMENT SIDINGS

I. INTERIOR FLOOR FINISH:
1. PORCELAIN/CERAMIC TILES - ENTRANCE/FOYER, TOILETS AND KITCHENS
2. WOOD FLOOR - LIVING ROOM, DINING ROOM STAIRS AND HALLS
3. CARPET - BEDROOMS AND WALK-IN-CLOSETS

J. INTERIOR WALL FINISH:
1. 1/2" MINIMUM PAINTED GYPSUM BOARD - ALL ROOMS INCLUDING UNTILED TOILET WALLS.
2. 5/8" MINIMUM PAINTED GYPSUM BOARD - INTERIOR OF EXTERIOR WALLS.
3. PORCELAIN/CERAMIC TILES - TOILETS AND KITCHEN BACKSPLASH.

K. CEILING FINISH:
1. PAINTED SMOOTH GYPSUM BOARD

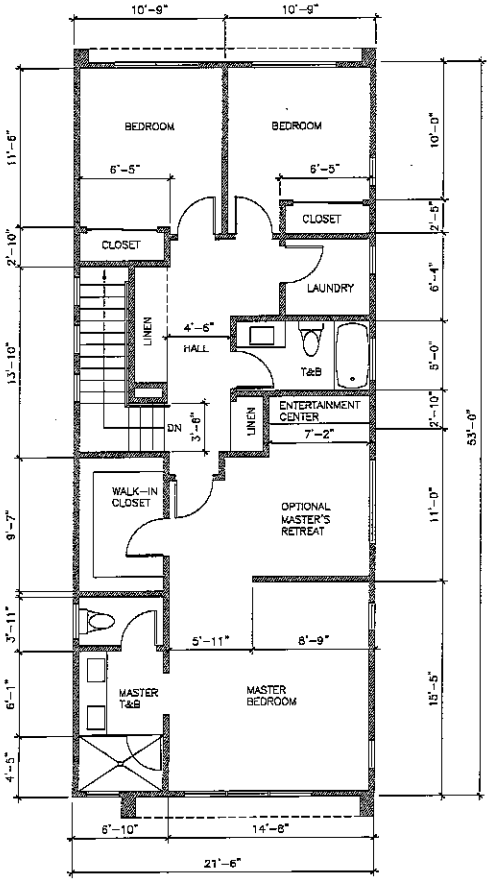
L. CASEWORK:
1. KITCHENS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS
2. TOILETS - WOOD CABINETS WITH NATURAL STONE COUNTERTOPS

M. HVAC SYSTEM:
1. CENTRAL HEATING AND COOLING SPLIT SYSTEM WITH OUTDOOR CONDENSING UNIT AND GAS-FIRED INTERIOR FORCED AIR UNIT.
2. EACH ROOM FURNISHED WITH CEILING OR WALL SUPPLY AIR GRILL.

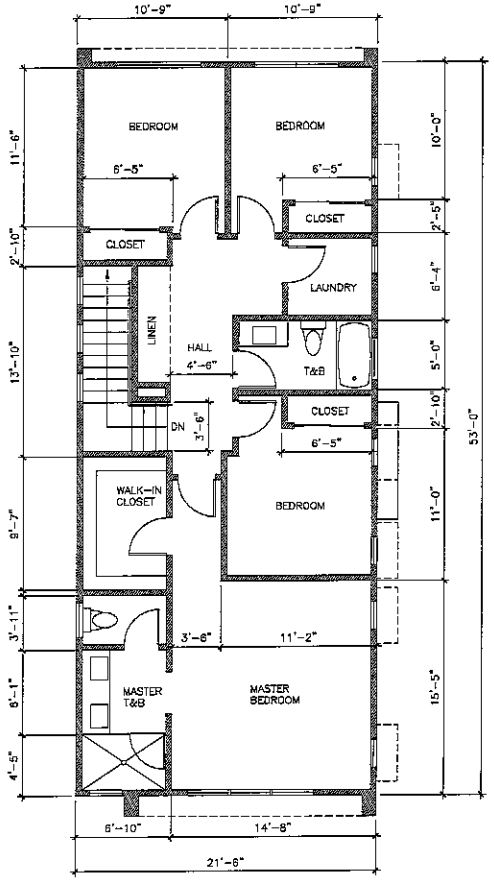
N. PLUMBING SYSTEM:
1. HOT AND COLD WATER
2. 50 GALLON HOT WATER HEATER
3. GAS STOVE

O. ELECTRICAL SYSTEM:
1. 200 AMP POWER SERVICE
2. LED LIGHTING

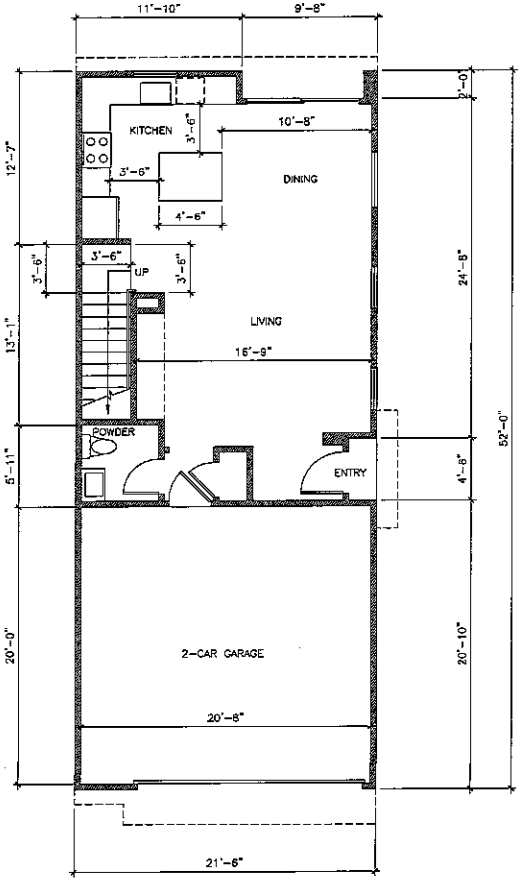
P. COMMUNICATIONS:
1. CABLE READY
2. TELEPHONE/DATA



SECOND FLOOR PLAN - ALTERNATE (C / A104)
1/4"=1'-0"
FLOOR AREA 1139 SF



SECOND FLOOR PLAN (B / A104)
1/4"=1'-0"
FLOOR AREA 1139 SF



FIRST FLOOR PLAN (A / A104)
1/4"=1'-0"
FLOOR AREA 1090 SF

EML

ARCHITECT:
E. M. LOPEZ Architect
615 W. CESAR E. CHAVEZ
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LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.
PHONE: (714) 651-4951
EMAIL:
AKHENPRAM@CBAR.COM

PROJECT DATA

DESCRIPTION:
29 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
9081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-26

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY
MIXED-USE DISTRICT

LOT AREA:
65,340 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
01/20/15	SITE PLAN/DESIGN REVIEW
09/10/15	DESIGN REVIEW RESUBMITTAL
03/08/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

BLDG. 7 THRU 14
C UNITS
4-BEDROOM

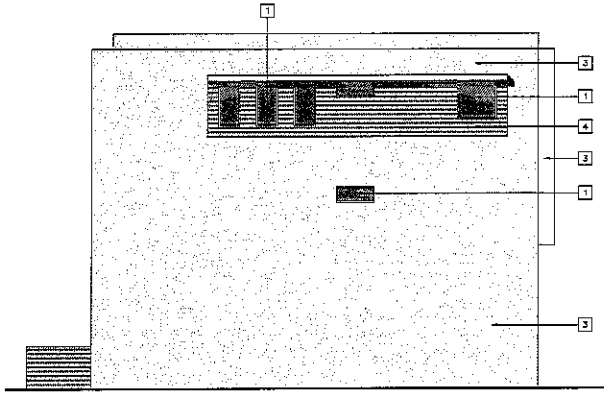
SCALE: 1/16" = 1'-0"
CADD FILE:
DRAWN: D. ALFARO
DATE: 01/14/16

SHEET NO:
A104

SHEET OF

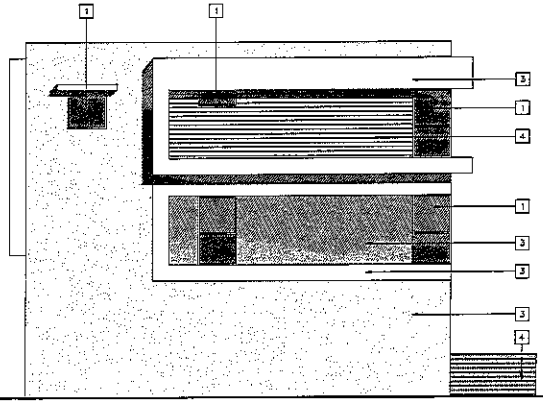
EXTERIOR FINISH LEGEND

1. ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   A. EXTERIOR SIDE – 1/4" LAMINATED GLASS
   B. 1/2" AIR SPACE
   C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
2. SOLID CORE DOOR FITTED WITH AIR TIGHT SEALS
3. EXTERIOR PORTLAND CEMENT PLASTER 7/8" THICK WITH STUCCO SYSTEM FINISH ON 2X WOOD STUDS FRAMING
4. COMPOSITE WOOD SIDINGS ON 2X WOOD STUDS FRAMING
5. HEAVY DUTY SECTIONAL GARAGE DOOR
6. METAL RAILINGS
7. GREEN WALL MESH
8. WALL LIGHT FIXTURE
9. ALUMINUM SLIDING DOOR WITH INSULATED GLASS.
   A. EXTERIOR SIDE – 1/4" LAMINATED GLASS
   B. 1/2" AIR SPACE
   C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE

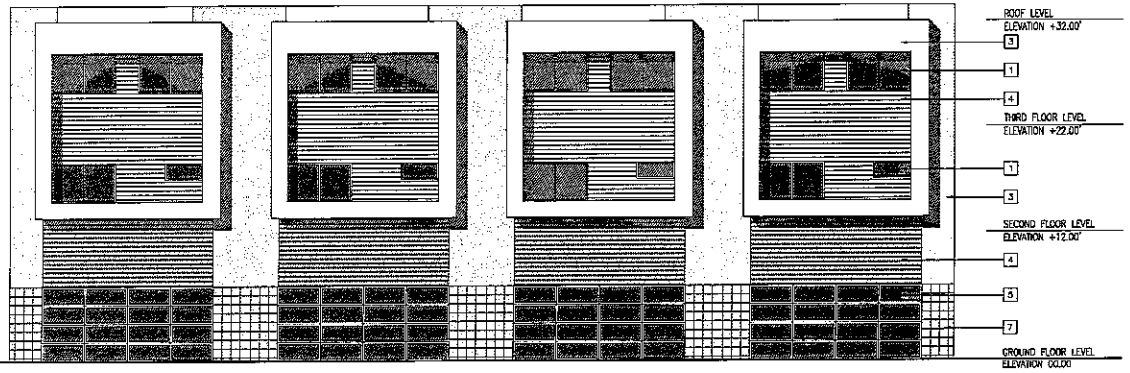


SIDE ELEVATION
3/16"=1'-0"
A / A201

ELEVATION ALONG LAMPSON AVE
3/16"=1'-0"
A / A201



SIDE ELEVATION
3/16"=1'-0"
C / A201



ELEVATION FACING NORTH
3/16"=1'-0"
B / A201

EML
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LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
26 TOWNHOME UNITS
MIX OF 2 AND 3 STORY
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
12/01/15	SITE PLAN/DESIGN REVIEW
05/10/16	DESIGN REVIEW RESUBMITTAL
09/06/16	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

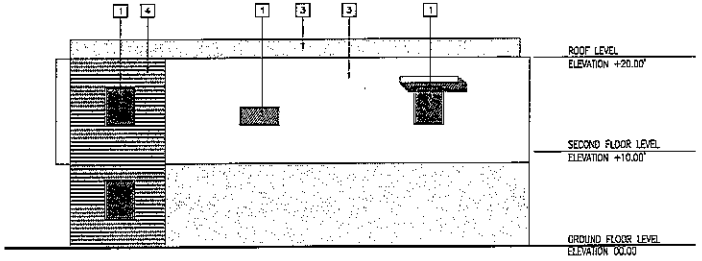
BUILDING 1 AND 2
A UNITS (LIVE/WORK)
EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"
CADD FILE:
DRAWN: A. ALFONSO
DATE: 01/29/16

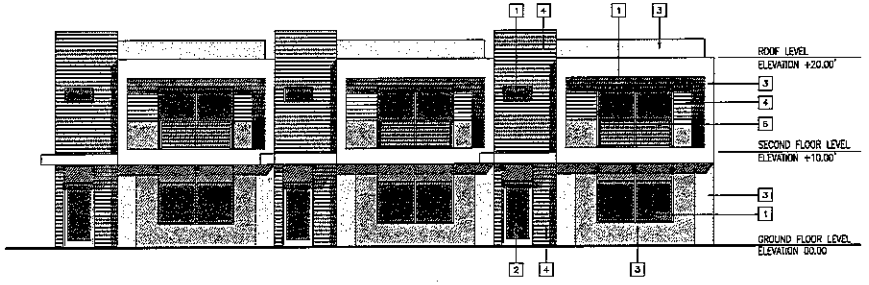
SHEET NO:
A201
SHEET OF

EXTERIOR FINISH LEGEND

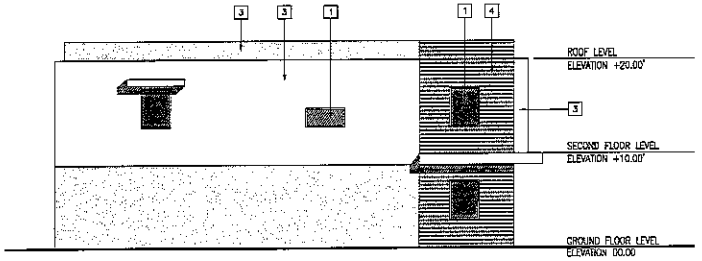
1. ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   A. EXTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
   B. 1/2" AIR SPACE
   C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
2. SOLID CORE DOOR FITTED WITH AIR TIGHT SEALS
3. EXTERIOR PORTLAND CEMENT PLASTER 7/8" THICK WITH STUCCO SYSTEM FINISH ON 2X WOOD STUDS FRAMING
4. COMPOSITE WOOD SIDINGS ON 2X WOOD STUDS FRAMING
5. HEAVY DUTY SECTIONAL GARAGE DOOR
6. METAL RAILINGS
7. GREEN WALL MESH
8. WALL LIGHT FIXTURE
9. ALUMINUM SLIDING DOOR WITH INSULATED GLASS.
   A. EXTERIOR SIDE – 1/4" LAMINATED GLASS
   B. 1/2" AIR SPACE
   C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE



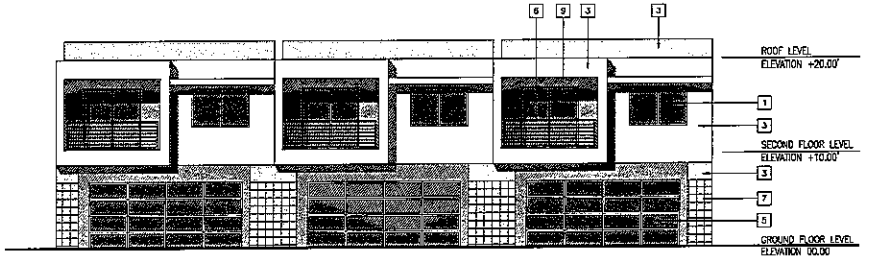
SIDE ELEVATION C
3/16"=1'-0" A202



ELEVATION FACING COMMON OPEN SPACE A
3/16"=1'-0" A202



SIDE ELEVATION D
3/16"=1'-0" A202



ELEVATION FACING DRIVEWAY B
3/16"=1'-0" A202

EML
ARCHITECT:
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LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4661
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY.
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
03/28/16	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
06/06/16	DESIGN REVIEW RESUBMITTAL

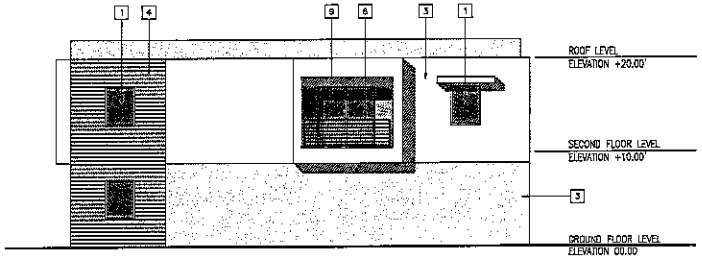
SHEET CONTENTS

BUILDING 5
B2 UNITS
EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"
CADD FILE:
DRAWN: D. ALONSO
DATE: 03/28/16

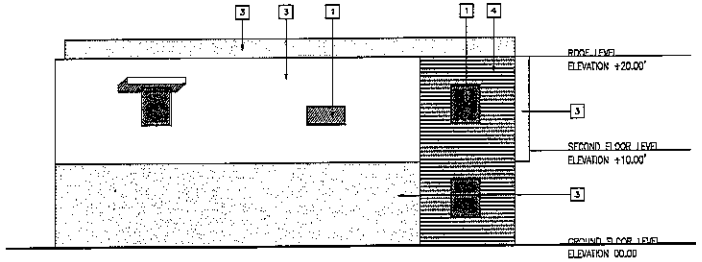
SHEET NO:
A202

SHEET OF

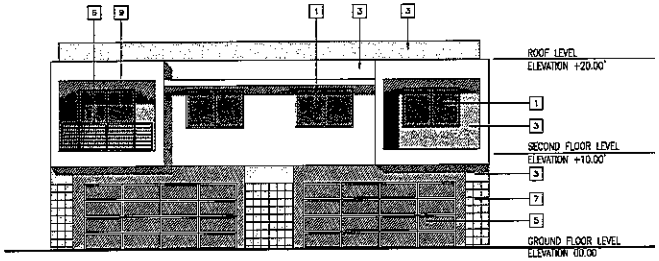


TYPICAL SIDE ELEVATION C
3/16"=1'-0" A203

ELEVATION FACING COMMON OPEN SPACE A
3/16"=1'-0" A203



TYPICAL SIDE ELEVATION D
3/16"=1'-0" A203



ELEVATION FACING DRIVEWAY B
3/16"=1'-0" A203

EXTERIOR FINISH LEGEND

1. ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   - A. EXTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
   - B. 1/4" AIR SPACE
   - C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
2. SOLID CORE DOOR FITTED WITH AIR TIGHT SEALS
3. EXTERIOR PORTLAND CEMENT PLASTER 7/8" THICK WITH STUCCO SYSTEM FINISH ON 2X WOOD STUDS FRAMING
4. COMPOSITE WOOD SIDINGS ON 2X WOOD STUDS FRAMING
5. HEAVY DUTY SECTIONAL GARAGE DOOR
6. METAL RAILINGS
7. GREEN WALL MESH
8. WALL LIGHT FIXTURE
9. ALUMINUM SLIDING DOOR WITH INSULATED GLASS.
   - A. EXTERIOR SIDE – 1/4" LAMINATED GLASS
   - B. 1/2" AIR SPACE
   - C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE

EML
ARCHITECT:
E. M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL. (213) 621-2356
FAX. (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY.
3 AND 4 BEDROOMS

ADDRESS:
9081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
03/28/16	SITE PLAN/DESIGN REVIEW
06/10/16	DESIGN REVIEW RESUBMITTAL
08/08/16	DESIGN REVIEW RESUBMITTAL

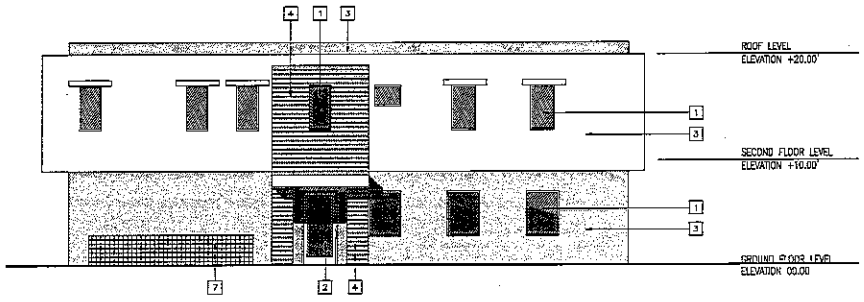
SHEET CONTENTS

TYPICAL BLDG. 3, 4, 6 B1 AND B2 UNITS EXTERIOR ELEVATIONS

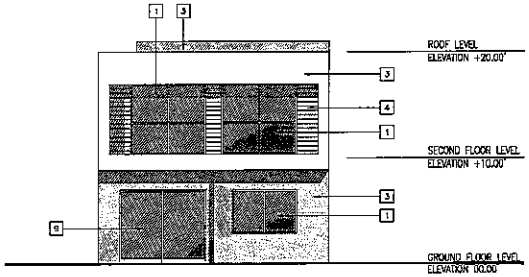
SCALE:	3/16" = 1'-0"
CADD FILE:	
DRAWN:	D. AUTHOR
DATE:	03/28/16

SHEET NO:
A203

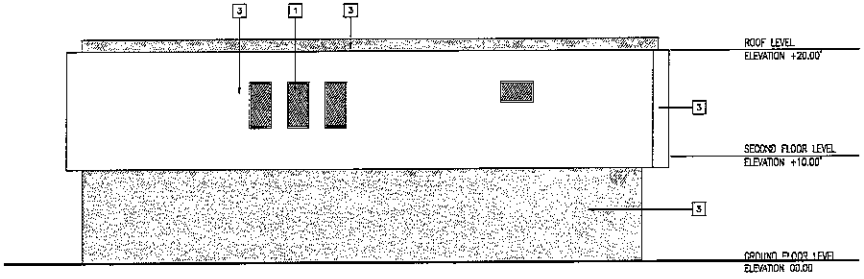
SHEET OF



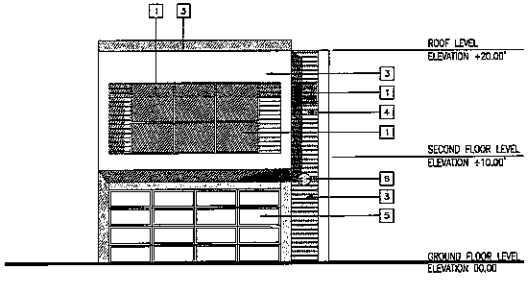
ELEVATION AT (EAST) SIDE ENTRY (D / A204)
3/16"=1'-0"



ELEVATION FACING NORTH (B / A204)
3/16"=1'-0"



ELEVATION FACING WEST (C / A204)
3/16"=1'-0"



ELEVATION FACING SOUTH (A / A204)
3/16"=1'-0"

EXTERIOR FINISH LEGEND

1. ALUMINUM FRAMED WINDOWS WITH INSULATED GLASS.
   - A. EXTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
   - B. 1/4" AIR SPACE
   - C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE
2. SOLID CORE DOOR FITTED WITH AIR TIGHT SEALS
3. EXTERIOR PORTLAND CEMENT PLASTER 7/8" THICK WITH STUCCO SYSTEM FINISH ON 2X WOOD STUDS FRAMING
4. COMPOSITE WOOD SIDINGS ON 2X WOOD STUDS FRAMING
5. HEAVY DUTY SECTIONAL GARAGE DOOR
6. METAL RAILINGS
7. GREEN WALL MESH
8. WALL LIGHT FIXTURE
9. ALUMINUM SLIDING DOOR WITH INSULATED GLASS.
   - A. EXTERIOR SIDE – 1/4" LAMINATED GLASS
   - B. 1/2" AIR SPACE
   - C. INTERIOR SIDE – 1/8" GLASS MINIMUM OR AS REQUIRED FOR SIZE

EML
ARCHITECTS
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LOS ANGELES, CA. 90012
TEL. (213) 621-9336
FAX. (213) 621-2643

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4651
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY
3 AND 4 BEDROOMS

ADDRESS:
9081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
21 OPEN GUEST

DATE	REVISIONS
12/03/19	SITE PLAN/DESIGN REVIEW
06/10/19	DESIGN REVIEW RESUBMITTAL
08/12/19	DESIGN REVIEW RESUBMITTAL

SHEET CONTENTS

BLDG. 7 THRU 14
C UNITS
EXTERIOR ELEVATIONS

SCALE:	3/16" = 1'-0"
CADD FILE:	
DRAWN:	EL ALFONSO
DATE:	01/19/19

SHEET NO.
A204
SHEET OF

FILL NOTES

1. FILL SHALL BE COMPACTED THROUGHOUT THEIR FULL EXTENT TO A MINIMUM OF 90 PERCENT OF MAXIMUM DENSITY AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-91, METHOD "D" WHERE APPLICABLE. WHERE NOT APPLICABLE A TEST ACCEPTABLE TO THE CITY ENGINEER SHALL BE USED.

2. FIELD DENSITY SHALL BE DETERMINED BY A METHOD ACCEPTABLE TO THE CITY ENGINEER. HOWEVER, NOT LESS THAN 10% OF THE REQUIRED DENSITY TEST, UNIFORMLY DISTRIBUTED, SHALL BE OBTAINED BY THE SAND CONE METHOD.

3. SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO DETERMINE THE RELATIVE COMPACTION OF THE FILL IN ACCORDANCE WITH THE FOLLOWING MINIMUM GUIDELINES.

   A. ONE TEST FOR EACH TWO FOOT VERTICAL LIFT.

   B. ONE TEST FOR EACH 1000 CUBIC YARDS OF MATERIAL PLACED.

   C. ONE TEST AT THE LOCATION OF THE FINAL SLOPE FOR EACH BUILDING SITE (LOT) IN EACH FOUR FOOT VERTICAL LIFT OR PORTION HEREOF.

   D. ONE TEST IN THE VICINITY OF EACH BUILDING PAD FOR EACH FOUR FOOT VERTICAL LIFT OR PORTION THEREOF.

4. SUFFICIENT TESTS OF THE FILL SOILS SHALL BE MADE TO VERIFY COMPLIANCE OF THE SOIL PROPERTIES WITH THE DESIGN REQUIREMENTS INCLUDING SOIL TYPES, AND SHEAR STRENGTH PARAMETERS AND CORRESPONDING UNIT WEIGHTS IN ACCORDANCE WITH THE FOLLOWING GUIDELINES.

   A. PRIOR AND SUBSEQUENT TO PLACEMENT OF FILL, SHEAR TESTS SHALL BE TAKEN OF EACH TYPE OF SOIL OR SOIL MIXTURE TO BE USED FOR ALL FILL SLOPES STEEPER THAN 3 HORIZONTAL TO ONE VERTICAL.

   B. SHEAR TEST RESULTS FOR THE PROPOSED FILL MATERIAL MUST MEET OR EXCEED THE DESIGN VALUES USED IN THE GEOTECHNICAL REPORT TO DETERMINE SLOPE STABILITY REQUIREMENTS OTHERWISE, THE SLOPE MUST BE RE-EVALUATED USING THE ACTUAL SHEAR TEST VALUE OF THE MATERIAL THAT IS TO BE USED.

   C. FILL SOILS SHALL BE FREE OF DELETERIOUS MATERIALS.

   D. THE RESULTS OF SUCH TESTING SHALL BE INCLUDED IN THE REPORTS REQUIRED BY SECTION 7016.8 OF THE BUILDING CODE.

5. FILL SHALL NOT BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAIN (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY THE GEOTECHNICAL ENGINEER. THE CITY ENGINEER MAY REQUIRE A "STANDARD TEST METHOD FOR MOISTURE, ASH, ORGANIC MATTER, PEAT OR OTHER ORGANIC SOILS" A.S.T.M. D-2974-87 ON ANY SUSPECT MATERIAL. ALL MATERIALS THAT HAVE A TEST VALUE OF 10 PERCENT OR GREATER WIL BE REJECTED AS UNSUITABLE FOR SUPPORT OF OR BEING STRUCTURAL FILL.

6. ROCK OR SIMILAR MATERIAL GREATER THAN 12 INCHES IN DIAMETER SHALL NOT BE PLACED IN FILL UNLESS RECOMMENDATION FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE GEOTECHNICAL ENGINEER AND APPROVED IN ADVANCE BY THE CITY ENGINEER.

7. CONTINOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL FILL PLACEMENT AND COMPACTION OPERATIONS WHERE FILLS HAVE A DEPTH GREATER THAN 30 FEET OR SLOPE SURFACE STEEPER THAN 2:1.

8. CONTINOUS INSPECTION BY THE GEOTECHNICAL ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATION.

9. FILL SLOPES IN EXCESS OF 2:1 STEEPNESS RATIO ARE TO BE CONSTRUCTED BY THE PLACEMENT OF SOIL AT SUFFICIENT DISTANCE BEYOND THE PROPOSED FINISH SLOPE TO ALLOW COMPACTION EQUIPMENT TO BE OPERATED AT THE OUTER LIMITS OF THE FINAL SLOPE SURFACE. THE EXCESS FILL IS TO BE REMOVED PRIOR TO COMPLETION OF ROUGH GRADING. OTHER CONSTRUCTION PROCEDURES MAY BE USED WHEN IT IS DEMONSTRATED TO THE SATISFACTION OF THE BUILDING OFFICIAL THAT THE ANGLE OF SLOPE, CONSTRUCTION METHOD AND OTHER FACTORS WILL HAVE EQUIVALENT EFFECT. (SECTION 7016.1 OF THE BUILDING CODE.)

10. THE GEOTECHNICAL ENGINEER SHALL PROVIDE SUFFICIENT INSPECTIONS DURING THE PREPARATION OF THE NATURAL GROUND AND THE PLACEMENT AND COMPACTION OF THE FILL TO BE SATISFIED THAT THE WORK IS BEING PERFORMED IN ACCORDANCE WITH PLAN AND APPLICABLE REQUIREMENTS.

11. THE GRADING CONTRACTOR SHALL SUBMIT THE STATEMENT REQUIRED AT THE COMPLETION OF ROUGH GRADING.

AGENCY NOTES

1. OBTAIN PERMIT FROM CONSTRUCTION DIVISION, PERMITS SECTION CITY OF STANTON, DEPARTMENT OF PUBLIC WORKS AS REQUIRED FOR ANY WORK WITHIN OR AFFECTING PUBLIC MAINTAINED FACILITIES INCLUDING BUT NOT LIMITED TO PUBLIC STREET RIGHT OF WAY AND STORM DRAINS.

2. PERMISSION TO OPERATE IN FIRE ZONE A MUST BE OBTAINED FROM THE LOCAL FIRE DEPARTMENT PRIOR TO COMMENCING WORK.

A. ALL GRADING SLOPES SHALL BE PLANTED AND SPRINKLERED. SEC. 91.7012.1

B. THE SOIL'S ENGINEER IS TO APPROVE THE KEY OR BOTTOM AND LEAVE A CERTIFICATE ON THE SITE FOR THE GRADING INSPECTOR. THE GRADING INSPECTOR IS TO BE NOTIFIED BEFORE ANY GRADING BEFORE ANY GRADING BEGINS AND FOR BOTTOM INSPECTION, BEFORE FILL IS PLACED. FILL MAY NOT BE PLACED WITHOUT APPROVAL OF THE GRADING INSPECTOR.

C. MAN MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90 COHESIONLESS SOILS WITH LESS THAN 15% FINER THAN .005 MM REQUIRE 95% COMPACTION. SEC. 91.7011.3

D. TEMPORARY EROSION CONTROL TO BE INSTALLED BETWEEN OCTOBER 1 AND APRIL 15.

GENERAL NOTES

1. ANY MODIFICATIONS OR CHANGES IN APPROVED GRADING PLANS MUST BE APPROVED BY THE CITY ENGINEER.

2. ALL GRADING AND CONSTRUCTION SHALL CONFORM TO THE CITY OF STANTON MUNICIPAL CODE UNLESS SPECIFICALLY NOTED ON THESE PLANS.

3. ALL GRADED SITES MUST HAVE DRAINAGE SWALES, BERMS, AND OTHER DRAINAGE DEVICES PRIOR TO APPROVAL OF ROUGH GRADING.

4. A COPY OF GRADING PERMIT AND APPROVED GRADING PLANS MUST BE IN THE POSSESION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE AT ALL TIMES.

5. THE FIELD ENGINEER MUST SET DRAINAGE STAKES FOR ALL DRAINAGE DEVICES

7. FINAL GRADING MUST BE APPROVED BEFORE OCCUPANCY OF BUILDINGS WILL BE ALLOWED.

10. SEPARATE PLANS FOR TEMPORARY DRAINAGE AND STORMWATER POLLUTION (EROSION CONTROL) MEASURES TO BE USED DURING THE RAINY SEASON MUST BE SUBMITTED PRIOR TO OCTOBER 1. THE EROSION CONTROL DEVICES SHOWN ON SAID PLANS MUST BE INSTALLED BY NO LATER THAN NOVEMBER 1 AND MAINTAINED IN OPERABLE CONDITION UNTIL APRIL 15 OF THE FOLLOWING YEAR AND BEFORE ANY ANTICIPATED RAIN.

11. EVERY EFFORT SHOULD BE MADE TO ELIMINATE THE DISCHARGE OF NON-STORMWATER FROM THE SITE AT ALL TIMES.

15. PROVISIONS SHALL BE MADE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES.

INSPECTION NOTES

1. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE CITY ENGINEER AT LEAST ONE WORKING DAY IN ADVANCE OF REQUIRED INSPECTIONS AT THE FOLLOWING STAGES OF THE WORK.

   INITIAL: WHEN THE SITE HAS BEEN CLEARED OF VEGETATION AND UNAPPROVED FILL AND IT HAS BEEN SCARIFIED, BENCHED OR OTHERWISE PREPARED FOR FILL FILL SHALL NOT HAVE PLACED PRIOR TO THIS INSPECTION.

   ROUGH: WHEN APPROPRIATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED; DRAINAGE TERRACES, SWALES AND BERMS INSTALLED AT THE TOP OF THE SLOPE; AND THE STATEMENTS REQUIRED IN THIS SECTION HAVE BEEN RECEIVED.

   FINAL: WHEN GRADING HAVE BEEN COMPLETED; ALL DRAINAGE DEVICES INSTALLED; SLOPE PLANTING ESTABLISHED, IRRIGATION SYSTEMS INSTALLED AND THE AS-BUILT PLANS REQUIRED STATEMENTS AND REPORTS HAVE BEEN SUBMITTED.

2. IN ADDITION TO THE INSPECTION REQUIRED BY THE CITY ENGINEER FOR REGULAR GRADING, REPORTS AND STATEMENTS SHALL BE SUBMITTED TO THE CITY ENGINEER AS REQUIRED.

CONTRACTOR'S NOTES

1. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT LIMITED TO NORMAL WORKING HOURS AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

2. ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS" OF THE U.S. DEPARTMENT OF LABOR, AND WITH THE STATE OF CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS "CONSTRUCTION SAFETY ORDERS".

3. CONTRACTOR FURTHER SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT ALL LIABILITY, REAL OR ALLEGED, IN THE CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER, THE ENGINEER OR THE CITY OF LOS ANGELES.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF QUANTITIES PRIOR TO THE START OF CONSTRUCTION AND GRADING, AND ACCOUNT FOR DISTRIBUTING ANY EXCESS MATERIAL TO BRING SITE TO DESIGN GRADE. ENGINEER ESTIMATES OF QUANTITIES BELOW DO NOT INCLUDE REMOVAL OF VEGETATION AND UNSUITABLE MATERIALS.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM REQUIREMENTS

1. CONSTRUCTION SITES SHALL BE MAINTAINED IN SUCH A CONDITION THAT AN UNANTICIPATED STORM DOES NOT CARRY WASTES OR POLLUTANTS OFF THE SITE.

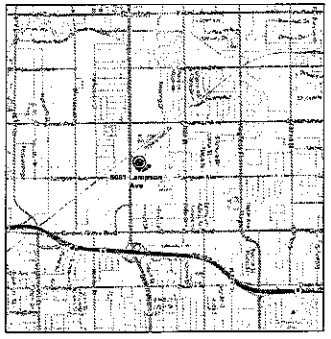
   SUCH "DISCHARGES" OF MATERIAL OTHER THAN STORMWATER ARE ALLOWED ONLY WHEN NECESSARY FOR PERFORMANCE AND COMPLETION OF CONSTRUCTION PRACTICES AND WHERE THEY DO NOT: CAUSE OR CONTRIBUTE TO A VIOLATION OF ANY WATER QUALITY STANDARD; CAUSE OR THREATEN TO CAUSE POLLUTION, CONTAMINATION, OR NUISANCE; OR CONTAIN A HAZARDOUS SUBSTANCE IN A QUANTITY REPORTABLE UNDER FEDERAL REGULATIONS 40 CFR, PARTS 117 AND 302.

   MATERIALS WHICH MAY HAVE EFFECTS OF POLLUTION INCLUDE BUT ARE NOT LIMITED TO: SOLID OR LIQUID CHEMICAL SPILLS; WASTES FROM PAINTS, STAINS, SEALANTS, GLUES, LIMES, PESTICIDES, HERBICIDES, WOOD PERSERVATIVES AND SOLVENTS; ASBESTOS FIBERS, PAINT FLAKES OR STUCCO FRAGMENTS; FUELS, OILS, LUBRICANTS, AND HYDRAULIC, RADIATOR OR BATTERY FLUIDS; FERTILIZERS, VEHICLE/EQUIPMENT WASH WATER AND CONCRETE WASH WATER; CONCRETE, DETERGENT OR FLOATABLE WASTES; WASTES FROM ANY ENGINE/EQUIPMENT STEAM CLEANING OR CHEMICAL DEGREASING; AND SUPERCHLORINATED POTABLE WATER LINE FLUSHINGS.

   DURING CONSTRUCTION, DISPOSAL OF SUCH MATERIALS SHOULD OCCUR IN A SPECIFIED AND CONTROLLED TEMPORARY AREA ON SITE PHYSICALLY SEPARATED FROM POTENTIAL STORM WATER RUN-OFF, WITH ULTIMATE DISPOSAL IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.

2. DEWATERING OF CONTAMINATED GROUNDWATER OR DISCHARGING CONTAMINATED SOILS VIA SURFACE EROSION IS PROHIBITED. DEWATERING OF NON-CONTAMINATED GROUNDWATER REQUIRES A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT FROM THE RESPECTIVE STATE REGIONAL WATER QUALITY CONTROL BOARD.

VICINITY MAP



"THESE PLANS HAS BEEN REVIEWED AND CONFORM TO RECOMMENDATIONS OF SOILS ENGINEERING REPORTS DATED DECEMBER 15, 2015."

SOILS ENGINEER _____ DATE

_____ PE _____

LIC. EXP. _____

GEOTECHNICAL INTERNATIONAL
13138 HARBOR BOULEVARD. GARDEN GROVE, CA. 92843

PHONE: (714) 414-9215 FAX (714) 537-7974

LEGAL DESCRIPTION :

PORTION OF SW¼ OF NW¼ OF SEC. 36, T4S, R11W, SBM, AS PER MAPS RECORDED IN BOOK 51 PAGE 7 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

EML

ARCHITECT:

E. M. LOPEZ Architect
815 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012

TEL. (213) 621-2356
FAX (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 851-4551
EMAIL:
KKENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
3 AND 4 BEDROOMS

ADDRESS:
8081 LAMPSON ST.
STANTON CA. 92841

APN:
131-482-05
131-482-06
131-482-28

ZONING:
RH - (HIGH DENSITY RESIDENTIAL) WITH SOUTH GATEWAY MIXED-USE OVERLAY

GENERAL PLAN:
SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS

SHEET CONTENTS

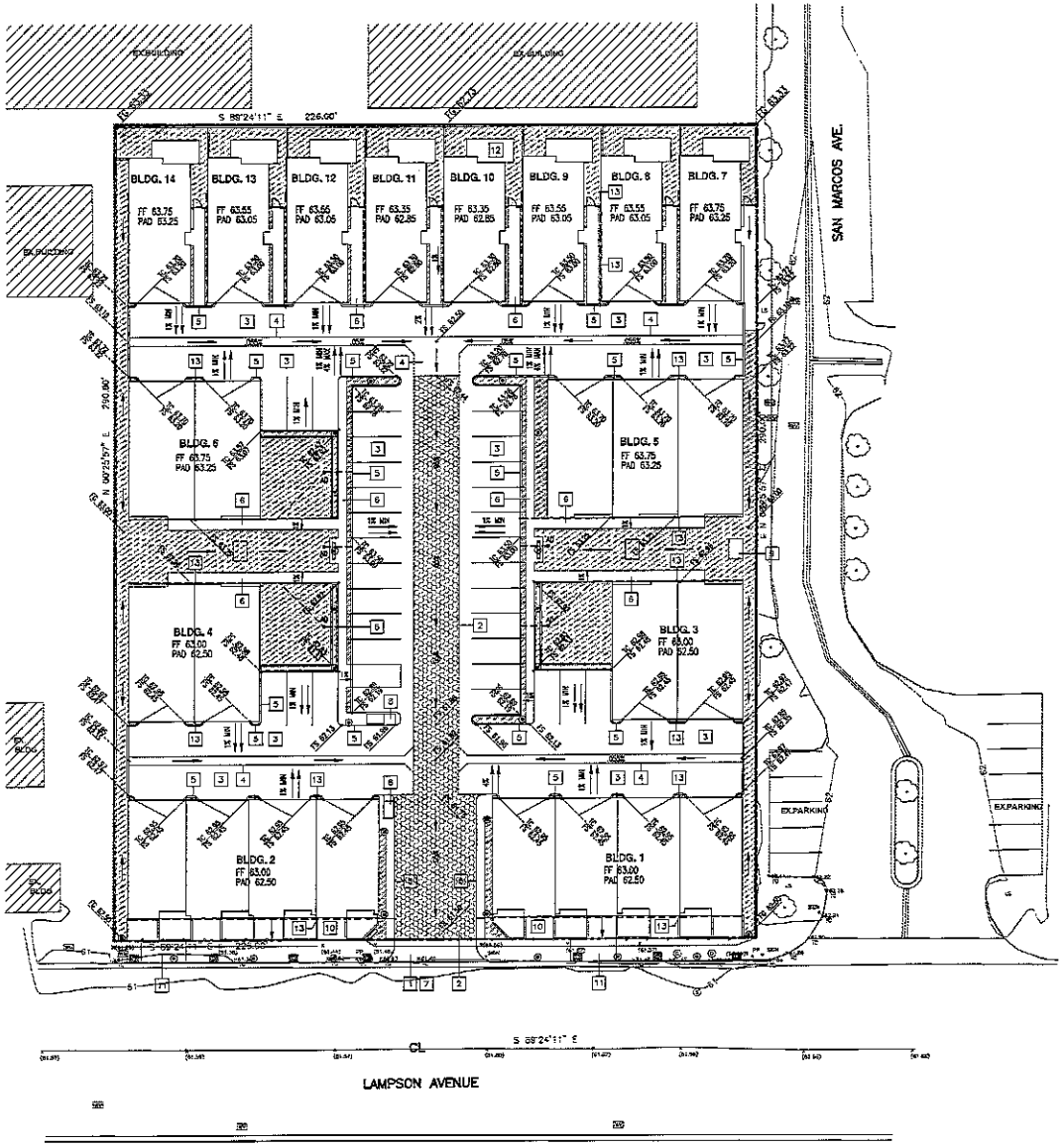
GRADING NOTES
VICINITY MAP

SCALE:	1" = 20'-0"
CADD FILE:	
DRAWN:	S. ALFONSO
DATE:	03/28/16

SHEET NO:

G001

SHEET OF



GRADING AND DRAINAGE PLAN

SCALE 1" = 20'-0"

TYPICAL CONSTRUCTION NOTES

1. SAWCUT PORTION OF (E) SIDEWALK – WIDTH TO ACCOMMODATE NEW DRIVEWAY APPROACH, CONSTRUCT 6" THICK CONCRETE DRIVEWAY APPROACH PER CITY OF STANTON STANDARDS. WORK SHALL BE UNDER SEPARATE PERMIT AS REQUIRED BY THE CITY OF STANTON.
2. CONSTRUCT INTERLOCKING PERMEABLE PAVERS PER "ORCO AQAU-BRIC PERMEABLE INTERLOCKING PAVERS" AS MANUFACTURED BY ORCO PAVINGSTONES INC. WITH DRAIN PIPE CONNECTED TO ADJACENT STREET STORM DRAIN SYSTEM.
3. CONSTRUCT ASPHALT PAVING OVER ASPHALT BASE – THICKNESS AS RECOMMENDED IN GEOLOGICAL REPORT
4. CONSTRUCT CONCRETE "V" GUTTER
5. CONSTRUCT 6" CONCRETE CURB
6. CONSTRUCT 4" THICK CONCRETE SIDEWALK
7. CONSTRUCT CURB AND GUTTER PER CITY OF STANTON STANDARDS
8. CONSTRUCT CONCRETE ACCESSIBLE RAMP
9. CONSTRUCT CONCRETE TRTANSFORMER PAD
10. CONSTRUCT COLORED CONCRETE PAVING – EDGE OF PAVING TO MATCH R.O.W. (E) FINISH GRADE ELEVATIONS.
11. SAW CUT PORTION OF (E) SIDEWALK AND (E) DRIVEWAY APPROACH. CONSTRUCT NEW SIDEWALK TO MATCH AND MEET LEVEL OF EXISTING SIDEWALK. WORK SHALL BE UNDER SEPARATE PERMIT AS REQUIRED BY THE CITY OF STANTON.
12. CONSTRUCT 4" THICK CONCRETE PAVING
13. INSTALL ROOF DOWN SPOUT TO STORM DRAIN PIPE TERMINATE AT CURB

PLAN LEGEND

- GRADING ELEVATIONS
- SHEET FLOW
- FLOW LINE
- LIGHT POLE
- TREE WELL
- LANDSCAPED AREA
- EXISTING BUILDING
- EXISTING CONCRETE BLOCK FENCE
- PROPERTY LINE
- EXISTING ELEVATION
- EXISTING TOP OF CURB
- EXISTING WATER METER
- EXISTING WATER VALVE
- EXISTING STORM DRAIN MANHOLE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING TREE

ABBREVIATIONS

AD	AREA DRAIN
AVE	AVENUE
BLDG	BUILDING
EX. (E)	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FS	FINISH SURFACE
LS	EXISTING LANDSCAPE
(N)	NEW
PP	POWER POLE
SS	SANITARY SEWER
TC	TOP OF CURB

EML

ARCHITECT:
E.M.LOPEZ Architect
615 W. CESAR E. CHAVEZ
SUITE 203
LOS ANGELES, CA. 90012
TEL (213) 621-2306
FAX (213) 621-2843

LAMPSON MIXED-USE COMMUNITY

OWNER:
9 MAX CAPITAL LLC.

PHONE: (714) 651-4551
EMAIL:
KKIENPHAM@GMAIL.COM

PROJECT DATA

DESCRIPTION:
25 TOWNHOME UNITS
MIX OF 2 AND 3 STORY,
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ADDRESS:
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SOUTH GATEWAY MIXED-USE DISTRICT

LOT AREA:
65,540 SF (1.50 ACRES)

PARKING :
ALL NEW
52 COVERED
31 OPEN GUEST

DATE	REVISIONS
05/10/16	DESIGN REVIEW RESUBMITTAL

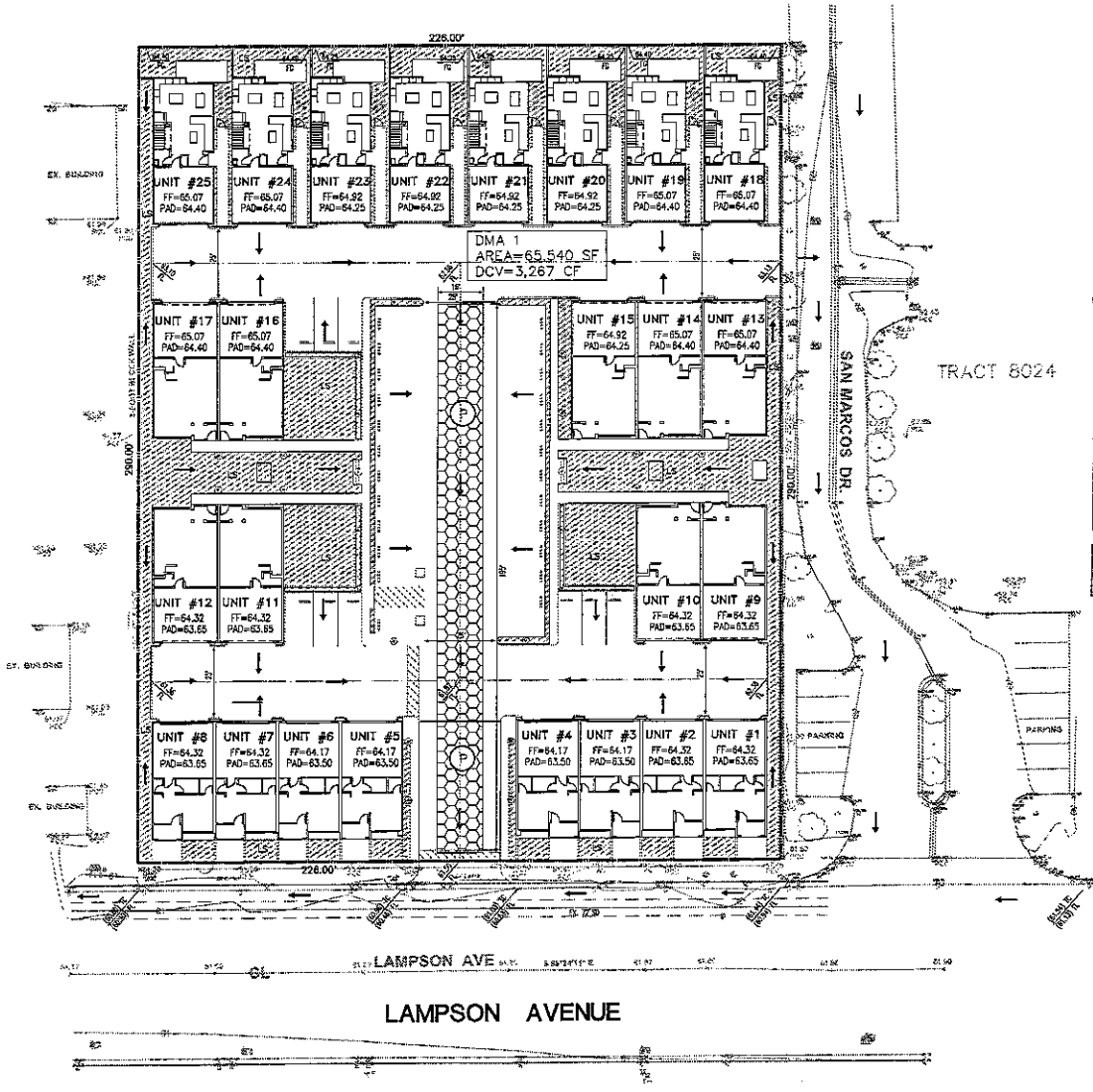
SHEET CONTENTS

GRADING AND DRAINAGE PLAN

SCALE: 1" = 20'-0"
CADD FILE:
DRAWN: D. ALFARO
DATE: 05/26/16

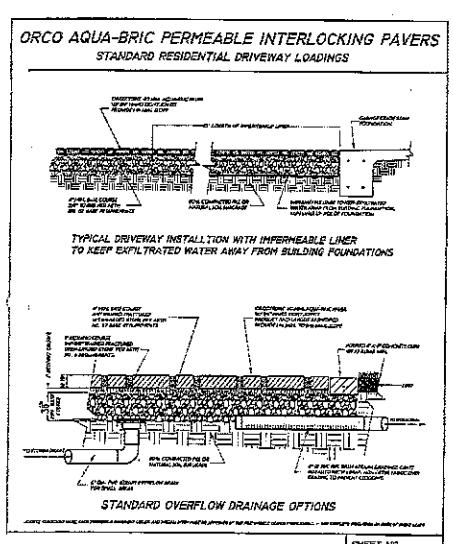
SHEET NO:
G002

SHEET OF

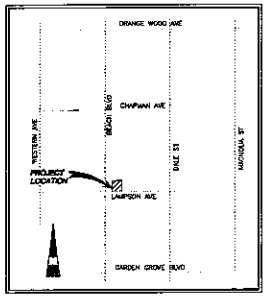


LAMPSON AVENUE

SCALE 1"=20'



PERMEABLE CONCRETE PAVEMENT DETAIL
N.T.S.



LOCATION MAP
N.T.S.

VOLUME CALCULATION:

REQUIRED VOLUME = 3,267 CF (PER WORKSHEET B)
PROVIDED VOLUME = 195'x16'x3'x0.40 = 3,744 CF
PROVIDED VOLUME = 3,744 CF > REQUIRED VOLUME = 3,267 CF, THEREFORE O.K.

LEGEND

———	PROJECT BOUNDARY
←	DIRECTION OF SURFACE FLOW
LS	LANDSCAPE AREAS (PRIVATE) WITH BMP's: (MAINTAINED BY PROPERTY OWNER) SD-10 SITE DESIGN/LANDSCAPE PLANNING SD-12 EFFICIENT IRRIGATION
(P)	PERMEABLE CONCRETE PAVEMENT PER ORCO PAVINGSTONES SHEET NO. RES-3 HEREON

PREPARED BY ENGINEER:
BEN PHAN
11541 ELIZABETH ST.
GARDEN GROVE, CA 92840
PHONE : (714) 251-4537

PREPARED FOR OWNER:
9MAX CAPITAL, LLC
9587 BOLSA AVENUE
WESTMINSTER, CA 92683
PH: (714) 651-4551

8081 LAMPSON AVENUE
GARDEN GROVE, CA 92841
COUNTY OF ORANGE, CALIFORNIA

EXHIBIT 1
CONCEPTUAL WQMP SITE PLAN

TENTATIVE TRACT MAP 17987

IN THE CITY OF STANTON, COUNTY OF ORANGE, STATE OF CALIFORNIA
FOR RESIDENTIAL LIVE-WORK TOWNHOMES

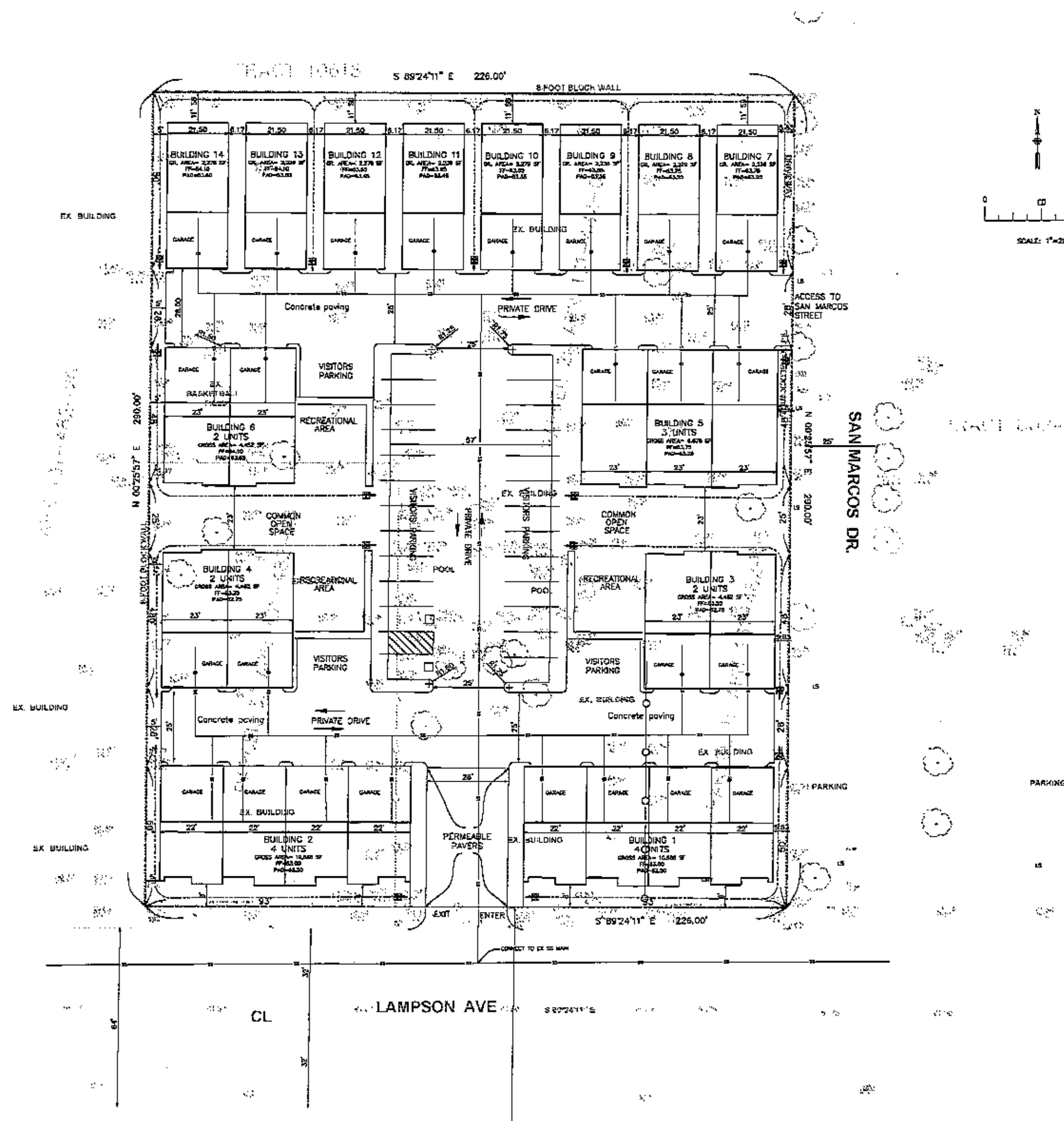
BEING SUBDIVISION OF THE PORTION OF SW¼ OF NW¼ OF SEC. 36, T4S, R11W, SBM, AS PER MAPS RECORDED IN BOOK 51 PAGE 7 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.LIFORNIA

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BEACH BLVD FROM GPS # 0563 TO GPS # 3625R1 BEING N00°25'57"E

PROJECT BENCHMARK

GO-132 NAVD88
ELEVATION: 55.789' (2012)
ALUMINUM BENCHMARK DISK IN A CONCRETE POST SOUTHWEST CORNER OF LAMPSON AVE AND DALE ST



SCALE: 1"=20'

LEGEND & ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BLDG	BUILDING
CG	CURB & GUTTER
℄	CENTERLINE
CO	SANITARY SEWER CLEANOUT
CONC	CONCRETE
CSD	CITY STANDARD DETAIL
DWY	DRIVEWAY
EA	EASEMENT
ELEV	ELEVATION
E(OH)	ELECTRIC OVERHEAD
EP	EDGE OF PAVEMENT
EX	EXISTING
FF	FINISH ELEVATION OF SUBFLOOR
FG	GROUND FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
G	GARAGE SLAB ELEVATION/GAS LINE
JT	JOINT TRENCH
LIP	LIP OF GUTTER
LS	LANDSCAPED AREA
MH	MANHOLE
NTS	NOT TO SCALE
OH	OVERHEAD
OG	ORIGINAL GROUND
P	PAVEMENT FINISH GRADE
PAD	PAD ELEVATION
ℙ	PROPERTY LINE
PP	POWER POLE
PUE	PUBLIC UTILITY EASEMENT
PVMT	PAVEMENT
R	RADIUS
RW	RETAINING WALL
R/W	RIGHT OF WAY
SD	STORM DRAIN
SS	SANITARY SEWER/LATERAL
STD	STANDARD CITY DETAIL
SW	SIDEWALK
TYP	TYPICAL
VEG	VEGETATED
W	WATER
WM	WATER METER
WV	WATER VALVE
	BENCHMARK
	BOUNDARY
	COBBLE ROCK ENERGY DISSIPATOR
	CONCRETE
—550—	EXISTING CONTOUR AFTER GRADING
	ORIGINAL GROUND PRIOR TO GRADING
	DRAINAGE SWALE
	EASEMENT LINE
OR (101.70)	EXISTING ELEVATION
	EXISTING FENCE
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN
	GAS METER
	GAS VALVE
	HYDRANT: EXISTING
	HYDRANT: PROPOSED
	INLET
	JOINT POLE
	LIGHTING
	LIGHTING POLE
	OVERLAND FLOW DIRECTION
★	PROJECT SITE
	SANITARY SEWER CLEAN OUT MANHOLE
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE
	ELECTRICAL BOX
	TELEPHONE BOX
	UTILITY: EXISTING
	UTILITY: PROPOSED OR NEW
	WATER VALVE

NOTES :

1. ALL UTILITIES SHALL BE PLACED UNDERGROUND.
2. UTILITY JOINT TRENCH INCLUDE GAS, TELEPHONE, ELECTRICAL & CABLE

ZONING :
RH – HIGH DENSITY RESIDENTIAL

PROPOSED :
RESIDENTIAL LIVE-WORK TOWNHOMES

WATER & SEWER :
WATER–STANTON CONSOLIDATED WATER DISTRICT
SEWER–CITY OF STANTON

DRAINAGE :
ALL DRAINAGE FLOW TO VEGETATED SWALES ON SITE, THEN OVERFLOW TO PRIVATE STREET, LAMPSON AVE AND SAN MARCOS DRIVE TO PUBLIC CATCH BASIN

TOTAL AREA :
65,180 SQUARE FEET (1.50 AC)

PROPERTY OWNER :
NAME : 9MAX CAPITAL LLC
ADDRESS : 8587 BOLSA AVE,
WESTMINSTER, CA 92683
TELEPHONE : (714) XXX-XXXX

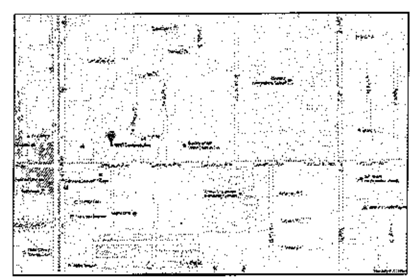
PROPERTY ADDRESS :
8081 AND 8091, 8101 LAMPSON AVE
STANTON, CA 90680

ASSESSOR'S MAP :
APN : 131–482–05, 131–482–06, AND 131–482–28
BOOK 131 PAGE 48 OF MISCELLANEOUS MAPS
CITY OF STANTON, COUNTY OF ORANGE, CALIFORNIA

LEGAL DESCRIPTION :
PORTION OF SW¼ OF NW¼ OF SEC. 36, T4S, R11W, SBM, AS PER MAPS RECORDED IN BOOK 51 PAGE 7 OF MISCELLANEOUS MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE COUNTY.

ENGINEER :
NAME : NHV CIVIL ENGINEERING AND LAND SURVEY
ADDRESS : 3711 KAREN AVENUE,
LONG BEACH, CA 90808
TELEPHONE : (310) 381–9010

VICINITY MAP
NTS



NO.	REVISIONS	APP'D	DATE	BY	
					HH DESIGNED 12-2015 DATE
					HH DRAWN 12-2015 DATE
					1"=20' SCALE
					HH CHECKED 12-2015 DATE

NHV CONSULTANTS, INC.
CIVIL ENGINEERING & LAND SURVEY
3711 Karen ave, Long Beach, CA 90808
Phone: (310) 381-9010
Fax: (310) 218-0039

TOPOGRAPHIC MAP
LANDS OF 9MAX CAPITAL, LLC.
8081, 8091, 8901 LAMPSON AVE
APN 131-482-26, 131-482-06, 131-482-05
CITY OF STANTON CALIFORNIA
CONTRACT NO. PROJECT NO.

SHEET 1 OF 1 SHEETS

APPLICANT : 9MAX CAPITAL, LLC   ROAD NAME: LAMPSON AVE   CITY FILE NO: