



MONTEBELLO PLANNING COMMISSION
MEETING AGENDA

TUESDAY, MAY 3, 2022 AT 6:30 P.M.

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CA 90640**

PLANNING COMMISSION MEMBERS

**ALEXANDRA BRISENO, CHAIRPERSON
NATALIA LOMELI, PLANNING COMMISSIONER
VICTOR CUEVAS, PLANNING COMMISSIONER
BERJ ALIKSANIAN, PLANNING COMMISSIONER
VACANT, PLANNING COMMISSIONER**

CITY STAFF

**JOSEPH PALOMBI, DIRECTOR OF PLANNING AND COMMUNITY DEVELOPMENT
MONICA MERCADO-RODRIGUEZ, PLANNING MANAGER
GLORIA V. RAMIREZ, CITY ATTORNEY
SAMANTHA NEVAREZ, ADMINISTRATIVE SECRETARY**

NOTICES

COVID-19 NOTICE: The City Council rescinded the Declaration of the Local Emergency and the continuation of teleconferencing open meetings pursuant to AB 361 by adopting Resolution No. 22-21 on Wednesday, April 13, 2022. This City Council Meeting will be held in person and will meet at City Hall – City Council Chambers, 1600 West Beverly Boulevard, Montebello, California. The meeting will be live streamed and can be watched on the City's website at: <https://www.cityofmontebello.com/government/live-streaming.html>.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact Samantha Nevarez at (323) 887- 1200 Ext: 493 Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact us 24 hours before this meeting.

STATEMENT OF PUBLIC COMMENTS AND PARTICIPATION:

In-Person: For those interested in participating during the Public Comment period(s) or public testimony period for Public Hearings of the Planning Commission meetings, you may address the Planning Commission in person the day of the meeting. Speakers will be required to fill out a speaker card provided at the door and turn it into the staff prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received.

Via Email: The public may also submit emailed comments via the City's email address: pcpubliccomment@cityofmontebello.com, up until the day of the meeting, Tuesday, May 3, 2022 by 6:30 p.m.

AGENDA MATERIALS: The agenda and agenda packet related to items on this agenda are available for public inspection at City's website at: <https://www.cityofmontebello.com/government/commission.html>. The agenda cover sheets may also be emailed upon request.

IN CONSIDERATION OF OTHERS, PLEASE TURN OFF, OR MUTE, ALL CELL PHONES AND PAGERS
THANK YOU FOR YOUR COOPERATION

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CORRECTIONS TO THE AGENDA – PLANNING AND COMMUNITY DEVELOPMENT DIRECTOR

PUBLIC COMMENTS

Speakers wishing to address the Planning Commission on an item that is not on the agenda will be called upon in the order that their speaker card was received. Those persons not accommodated during this period will have an opportunity to speak under “Oral Communications – Continued” after all scheduled matters have been discussed.

Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Planning Commission from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Planning Commission Chairperson.

STAFF COMMUNICATIONS

MINUTES

1. APPROVAL OF MINUTES – MARCH 15, 2022

RECOMMENDATION: Approve said minutes as written.

PUBLIC HEARING(S)

2. CONDITIONAL USE PERMIT (“CUP”) NO. PC-2021-0011-CUP TO ALLOW CHEVRON U.S.A., INC. TO CONSTRUCT A COMPRESSED NATURAL GAS (CNG) FUELING STATION AT 601 SOUTH VAIL AVENUE, MONTEBELLO, CALIFORNIA 90640 (“PROJECT SITE”).

RECOMMENDATION: it is recommended that the planning commission conduct a public hearing and take the following action:

- A. ADOPT the Resolution approving CUP No. PC-2021-0011-CUP with conditions to allow the construction of a CNG fueling station at the Project Site; and
- B. ADOPT California Environmental Quality Act (CEQA) Categorical Exemption § 15303 (New Construction or Conversion of Small Structures) – Class 3 exemption (ENV No. 115-21-CE) for the proposed project.

PLANNING COMMISSIONER ORALS

1. Chair, Alexandra Briseno
2. Commissioner, Berj Aliksanian
3. Commissioner, Victor Cuevas
4. Commissioner, Natalia Lomeli

ADJOURNMENT

The City of Montebello Planning Commission will adjourn to the next Regular Meeting on Tuesday, May 17, 2022 at 6:30 p.m.

I, Samantha Nevarez, Administrative Secretary for the City of Montebello Planning and Community Development department hereby certify that a copy of this agenda has been posted on or before Thursday, April 28, 2022 at 5:30 p.m.



Samantha Nevarez, Administrative Secretary



MONTEBELLO PLANNING COMMISSION
MEETING AGENDA

MINUTES

TUESDAY, MARCH 15, 2022 AT 6:30 P.M.

**CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CA 90640**

CALL TO ORDER – Chair Briseno called the meeting to order at 6:33 p.m.

ROLL CALL – Chair Briseno, Vice-Chair Ramirez, Commissioner Aliksanian, Commissioner Cuevas & Commissioner Lomeli

PLEDGE OF ALLEGIANCE – Commissioner Lomeli

CORRECTIONS TO THE AGENDA – PLANNING AND COMMUNITY DEVELOPMENT DIRECTOR – None.

PUBLIC COMMENTS

Speakers wishing to address the Planning Commission on an item that is not on the agenda will be called upon in the order that their speaker card was received. Those persons not accommodated during this period will have an opportunity to speak under “Oral Communications – Continued” after all scheduled matters have been discussed.

Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per person. State Law prohibits the Planning Commission from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Planning Commissioner Chair.

MINUTES

1. APPROVAL OF MINUTES – FEBRUARY 1, 2022 & MARCH 1, 2022

Staff will make a correction to change the voting information provided on Item #6 for the minutes from the February 1, 2022 Planning Commission Meeting. Motion to approve the meeting minutes motioned by Commissioner Cuevas and Seconded by Commissioner Ramirez. Director Palombi took roll and the item was approved 5-0.

PUBLIC HEARING(S)

2. CONDITIONAL USE PERMIT AND PLANNED SIGN PROGRAM (CASE NO. PC-2022-0008-CUP-PSP/ENV-09-22-MND) TO ALLOW THE GOLF COURSE DRIVING RANGE RELOCATION PROJECT AT THE EXISTING MONTEBELLO GOLF COURSE (988 VIA SAN CLEMENTE, MONTEBELLO, CALIFORNIA 90640) FOR TOPGOLF USA MB, LLC

The Public Hearing regarding Case No. PC-2022-0008-CUP-PSP/ENV-09-22-MND was opened at 6:44 p.m. Upon opening the Public Hearing, Vice-Chair Ramirez recused herself at 6:45 p.m. Director Palombi introduced the item. Planning Manager, Monica Mercado-Rodriguez provided a presentation to the Planning Commission for the Conditional Use Program and Planned Sign Program. Subsequent to Mrs. Mercado-Rodriguez's presentation, Mr. Tanner Kelly, Mr. Kevin Nowak – Construction Project Manager and Mr. Jay Brander provided a presentation on behalf of the Applicant. Upon the presentation provided by the Applicant, staff called individuals who submit speaker cards and written comments. There were 2 speaker cards and/or written comments opposing the project and 5 speaker cards and/or written comments in support of the project. Prior to approval of Item #2, the Applicant requested to make changes made to the conditions of approval; change condition #20 to start construction time on Saturday and Sunday to 7:00 a.m., request to have condition #34 removed and provided changes to condition #36. The Public Hearing was closed at 7:38 p.m. Motion to approve PC-2022-0008-CUP-PSP/ENV-09-22-MND subject to the recommended conditions was motioned by Commissioner Aliksanian and seconded by Commissioner Cuevas. Director Palombi took roll and the motion passed 4-1.

MOTIONED: Aliksanian

SECONDED: Cuevas

AYES: Chair Briseno, Commissioner Aliksanian, Commissioner Cuevas and Commissioner Lomeli

NOES: None

ABSTAIN: None

ABSENT: Vice-Chair Ramirez

STAFF COMMUNICATIONS

3. UPDATE REGARDING TWIN PALMS PROJECT (CASE NO. PC-2021-0008-PD-PMP-SPR); PROJECT SITE A (116, 128, AND 136 N. POPLAR AVE) AND PROJECT SITE B (129-133 N. POPLAR AVE)

Request to move Item #3 up before Item #2, the change was approved. City Attorney, Chris Cardinale read a Public Comment letter from Richard Drury into the record. Director Palombi and City Attorney, Chris Cardinale provided an update on the action regarding the Twin Palms Project (Case No. PC-2021-0008-PD-PMP-SPR).

PLANNING COMMISSIONER ORALS

1. **Chair, Alexandra Briseno**
 - a. Assembly Bill 2339 – Director Palombi provided an update on Assembly Bill 2339 introduced on February 16, 2022 that prohibits local jurisdictions from establishing overlay districts.
2. **Vice-Chair, Marlene Ramirez**
3. **Commissioner, Berj Aliksanian**
4. **Commissioner, Victor Cuevas**
5. **Commissioner, Natalia Lomeli**

ADJOURNMENT

Meeting adjourned at 7:56 p.m. to the next regularly scheduled Planning Commission meeting on April 5, 2022 at 6:30 p.m.

Joseph Palombi, Planning Commission Secretary



CITY OF MONTEBELLO
PLANNING COMMISSION

STAFF REPORT

ITEM No. 2
MEETING DATE: MAY 3, 2021
MEETING: Regular Meeting
CASE No.(s): PC-2021-0011-CUP
ENV No. 115-21-CE

Subject: Conditional Use Permit ("CUP") No. PC-2021-0011-CUP to allow Chevron U.S.A., Inc. to construct a Compressed Natural Gas (CNG) Fueling Station at an existing property located at 601 South Vail Avenue ("Project Site").

Location: 601 South Vail Avenue (Assessor Parcel Number: 6336-002-027)

Submitted By: Daniel Ruiz, Assistant Planner

RECOMMENDATION

It is recommended that the Planning Commission conduct a public hearing and take the following action:

1. ADOPT the Resolution approving CUP No. PC-2021-0011-CUP with conditions to allow the construction of a CNG fueling station at the Project Site; and
2. ADOPT California Environmental Quality Act (CEQA) Categorical Exemption § 15303 (New Construction or Conversion of Small Structures) – Class 3 exemption (ENV No. 115-21-CE) for the proposed project.

PROJECT /APPLICANT INFORMATION

Project Location: 601 South Vail Avenue
Project Applicant: Chevron U.S.A., Inc.
Property Owner: Chevron U.S.A., Inc.
Representative: Ben Steckler, Fiedler Group
General Plan Designation: Industrial
Zoning: M-2 (Heavy Manufacturing)
Existing Use on Property: Petroleum Products Terminal (Tank Farm)

PROJECT SITE

The surrounding zoning and land uses are listed as follows:

Direction	Zone	General Plan Land Use Designation
North	R-1 (Single-Family Residential)/ Union Pacific Railroad	Low Density Residential
South	M-2-PD (Heavy Manufacturing Zone)	Industrial
East	M-1 (Light Manufacturing Zone)	Industrial
West	M-2 (Heavy Manufacturing Zone)	Industrial

BACKGROUND

On July 15, 1991, the Planning Commission of the City of Montebello (“Planning Commission”) approved Conditional Use Permit 11-90 (CUP 11-90) to allow the consolidation and renovation of an existing petroleum products marketing terminal (tank farm) at 601 South Vail Avenue. The Planning Commission found that the approval of CUP 11-90 would not have a significant effect on the environment and adopted a Mitigated Negative Declaration and Mitigation Monitoring Program. In addition, CUP 11-90 designated approximately 27 acres of property available for future industrial development. This reduced the acreage of 601 South Vail Avenue from approximately 42 acres to the approximately 15 acres which encompass the site today.

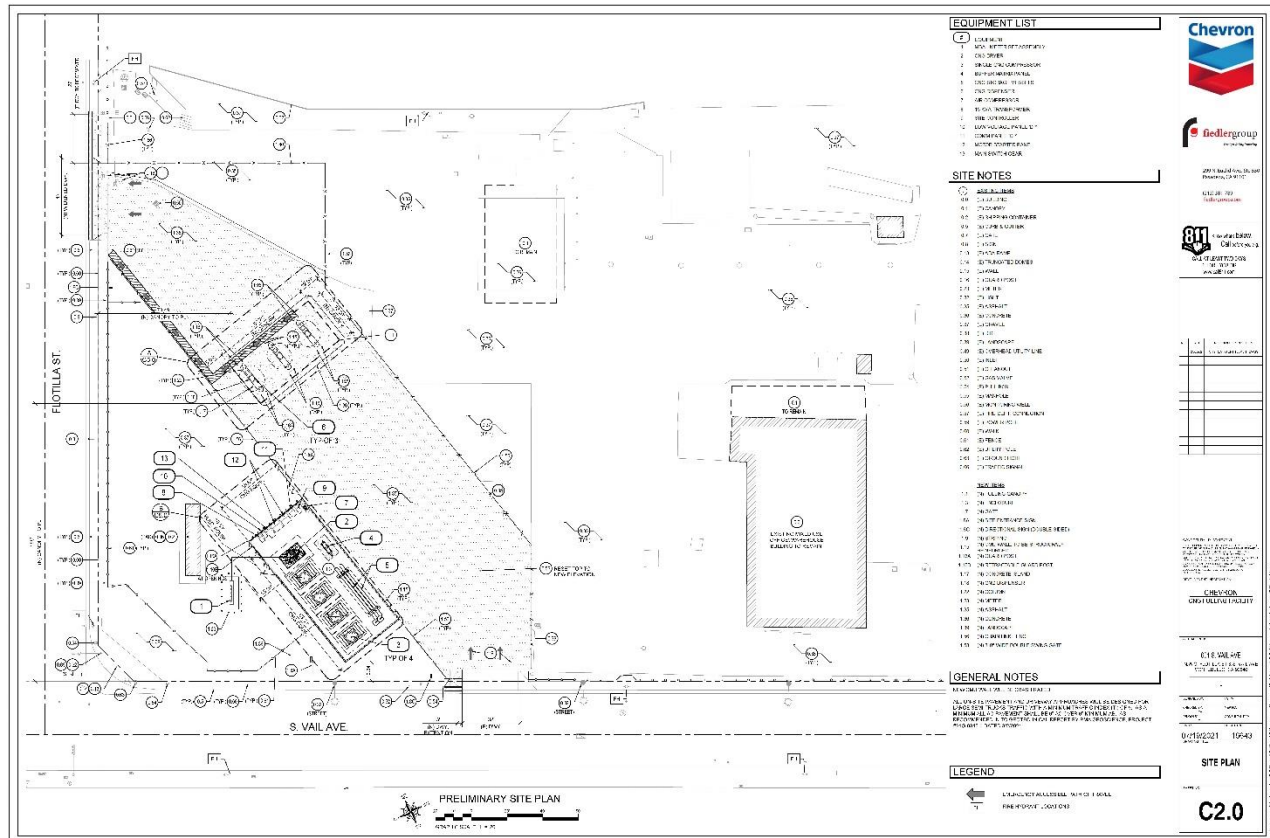
On September 21, 2021, Ben Steckler/Fiedler Group, on behalf of Chevron U.S.A., Inc. (“Applicant”) filed a Conditional Use Permit application (PC-2021-0011-CUP) to allow the construction of a CNG fueling station at the Project Site.

On October 18, 2021, staff issued a deemed complete letter to the Applicant.

PROJECT DESCRIPTION

The Project site is located at the intersection of Flotilla Street and Vail Avenue within the M-2 Zone (Heavy Manufacturing). The proposed project will be located at the southeast portion of the Project Site. The Project Site is bounded by the Union Pacific Railroad and single-family residential homes to the north, the Montebello/Commerce Metrolink Station to the west, and manufacturing uses to the east and south. The Project Site consists of 616,880 square feet (14.16 acres) and has an existing permitted use under CUP 11-90 for a petroleum products terminal (tank farm). As shown in Exhibit A below, the proposed project will be located at the southeast portion of the Project Site.

Exhibit A (Attachment B within the Staff Report)



Prior to the approval of CUP 11-90, 601 S. Vail Avenue was an approximately 42 acre site that encompassed what is now 2100, 2101, 2122, and 2200 W. Flotilla Street. CUP 11-90 subdivided the parcel and consolidated the gasoline, diesel fuel storage tanks, and distribution facility to approximately 15 acres on the northeast portion of the former site – what is now 601 S. Vail Avenue. The remainder of the sites, excluding 2100 W. Flotilla Street, were rezoned from M-2 (Heavy Manufacturing) to M-2-PD (Heavy Manufacturing Planned Development Overlay) under Zone Change 4-00 (ZC 4-00) and Planned Development (PD 1-00).

The proposed CUP would allow for the construction of a Compressed Natural Gas (CNG) Fueling Station in an area of the Project Site that was previously developed but underutilized. The project as proposed includes the following scope of work:

- Installation of a 2,905 square foot equipment enclosure;
- Construction of a 1,589 square foot fueling canopy; and
- Installation of three (3) CNG fuel dispensers.

Additionally, the project scope involves the relocation of existing security fences as well as the creation of new security fences. The proposed project area is located on approximately 1 acre (43,560 square feet) of the existing 14.16 acre site. It is not anticipated that the use will impact the operation of the existing petroleum products terminal. The existing petroleum products terminal will be separated from the proposed CNG fueling station by security fencing. The purpose of the facility is to provide alternative fueling for both passenger and heavy-duty vehicles with CNG. The proposed fueling canopy will be approximately 1,589 square feet and have three (3) total fueling stations. The facility will be unmanned and operate 24-hours a day, seven days a week. Primary vehicular access to the site will be via an existing thirty-five (35) wide driveway apron along Vail Avenue. The applicant is proposing a forty-two (42) foot wide driveway apron along Flotilla Street which will serve as the primary vehicle exit.

GENERAL PLAN

The City's General Plan Land Use designation for the Project Site is Industrial. The following General Plan Land Use Element Goals and Policies are applicable to the CNG fueling station proposed at the Project Site:

General Plan Land Use Element Goal #1 is "[t]o formulate a plan which is responsive to the needs of the community and which permits the orderly arrangement of land uses, permitting sufficient areas for reasonable development;"

General Plan Land Use Element Goal #4 is "[t]o provide for growth and development of an industrial area in a manner compatible with other uses;"

General Plan Land Use Element Industrial Policy #1 states that "[t]he City's industrial area should be preserved and maintained;"

General Plan Land Use Element Industrial Policy #5 states that the "[b]uilding intensity in industrial areas may approach 100% lot coverage, less required setback and parking requirements".

The proposed project conforms with the City of Montebello General Plan Land Use Element in that the proposed use is located in a developed industrial area, the use of a service station is compatible with the existing petroleum products terminal use on site and surrounding uses in the area, and the proposed construction is in compliance with the development standards in the M-2 Zone. Providing a source of alternative fuel through the CNG fueling station will make the site more responsive to the needs of the local Montebello community, specifically to those who have vehicles which require this alternative fueling source. Additionally, Compressed Natural Gas is a cleaner source of fuel than other fueling sources and produces less greenhouse gases. Reducing pollution in the area through making alternative fuel

sources available can potentially increase the quality of life in the greater Montebello Community.

MONTEBELLO MUNICIPAL CODE

Pursuant to Section 17.70 (Conditional Use Permits) and Appendix A of the Montebello Municipal Code (MMC), the approval of a Conditional Use Permit is required for a service station in the M-2 Zone (Heavy Manufacturing). Section 17.70.010 of the MMC specifies that “the purpose of the conditional use permit is to allow proper integration of uses into the community which may only be suitable in specific locations, or only if such uses are designed and constructed in a particular manner on the site, and under certain conditions.” Additionally, Section 17.70.020 stipulates that the Planning Commission has the authority to grant conditional use permits. Based on the portions of the MMC referred to in this section, a CUP for the proposed service station at the Project Site is required. The role of the Planning Commission in reviewing this submittal is to ensure that the use is properly integrated into the community and constructed in a manner which will ensure that any adverse impacts or concerns surrounding the proposed use will be limited via the establishment of conditions.

Pursuant to Section 17.70.070 of the MMC, before any CUP shall be granted, the following findings must be made:

A. The site for the proposed use is adequate in size and shape;

The Project Site is located within the City’s established M-2 Zone designated for Heavy Manufacturing with the “Industrial” General Plan Land Use Designation. This zoning district is intended to allow for the preservation and orderly development of heavy industrial uses. The current use at the Project Site is an existing Petroleum Products Terminal (Tank Farm) and the proposed use of a CNG fueling station is compatible with the existing zone and General Plan Land Use Designation. The property is located in the southern area of Montebello just south of the Union Pacific Railroad and is surrounded by mostly industrial/manufacturing uses. The proposed project would occupy approximately 43,560 square feet (one acre) of the entire existing 616,880 square foot (14.16 acre) site and is in compliance with the development standards designated in the M-2 Zone. Building intensity is well under the permitted two-to-one floor area ratio, all setback requirements are adhered to, and sufficient off-street parking is provided.

B. That the site has sufficient access to streets and highways, and is adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use;

A Traffic Impact Study (TIS) was prepared by the applicant in order to assess the potential traffic impact of the addition of the proposed service station at the site

enclosed as Attachment C to the staff report. The Project Site is currently developed as a Petroleum Products Terminal and paved access to the site is available via South Vail Avenue and Flotilla Street. The surrounding area consists of other industrial sites and the general vicinity has the capacity to carry the truck traffic and other traffic anticipated for the proposed use as a service station. The project proposes expanding the driveway entrance on South Vail Avenue as well as expanding the exit driveway on Flotilla Street in order to provide adequate access to the site. According to the TIS, the project is expected to “have no or less than significant impact to the study intersection” and no mitigation measures to reduce the impact of traffic at the site are required. Based on the analysis presented within this section, the site does have sufficient access to streets and highways and the width and pavement type is adequate enough to carry the quantity and quality of traffic generated by the proposed use.

C. That the proposed use will not have an adverse effect upon adjacent or abutting properties;

The Project Site and the surrounding area are already fully developed with industrial uses, limiting the potential effects of the proposed use to adjacent or abutting properties. Additionally, the proposed CNG fueling station is considered less hazardous than the existing terminal because the existing terminal currently utilizes diesel and other fuel sources that are considered to be more hazardous than CNG. Allowing the site to provide a cleaner energy source (CNG) will allow Chevron and the surrounding industrial truck fleets to start converting their trucks to compressed natural gas vehicles, which operate at cleaner standards and regulations than traditional diesel fuel vehicles. Additional landscaping is also being provided throughout the property to enhance its appearance, further improving the aesthetics of the area.

D. That the proposed use is consistent with the objectives of the community redevelopment project area in which the site is located. Put another way, the proposed used will meet the general purpose and intent of the Zoning Code and how it will be consistent with the General Plan;

The proposal for the Project Site will be constructed in compliance with the development standards listed in Chapter 17.32 (Manufacturing Zones Generally) of the MMC. The proposed development plans are consistent with the general manufacturing zone requirements for setbacks, landscaping, building intensity, access, screening, and all other manufacturing zone requirements for the City of Montebello.

Additionally, the proposed use is consistent with General Plan Land Use Element Goals 1 and 4, as well as with General Plan Land Use element Industrial Policies 1 and 5. These goals and policies relate to the project being responsive to the

needs of the community, providing for growth of industrial areas in a manner that is compatible with surrounding uses, allowing for the maintenance and preservation of the city's industrial areas, and allowing the building intensity to approach 100% of lot coverage. The proposed project conforms with the City of Montebello General Plan Land Use Element in that the proposed use is located in a developed industrial area, the use of a service station is compatible with the existing petroleum products terminal use on site and surrounding uses in the area, and the proposed construction is in compliance with the development standards in the M-2 Zone (Heavy Manufacturing).

Overall, the proposed service station use will meet the general purpose and intent of the Zoning Code and will be consistent with the General Plan based on the analysis presented within this staff report.

ENVIRONMENTAL

Conditional Use Permit No. PC-2021-0011-CUP is considered a "project," per the CEQA definition of a "project." The project is Categorically Exempt per Section §15303 (New Construction or Conversion of Small Structures) because Class 3 exempts the construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures. The proposed project consists of the construction of a small new structure, specifically the installation of a 1,589 square foot fueling canopy, and the installation of small new equipment for the fueling canopy to establish an alternative refueling station at an existing Chevron Terminal facility.

REPORTS RECEIVED

On October 21, 2021, the application for PC-2021-0011-CUP was forwarded to the Building Division, Public Works Department, and Fire Department for review, comments, and conditions. Comments received from the divisions/departments have been incorporated into the Conditions of the proposed Resolution (Attachment A).

FISCAL IMPACT

None

PUBLIC NOTIFICATION

Pursuant to MMC Section 17.78 (Public Hearings, Notices, and Appeals), the following noticing was performed:

- On April 21, 2022, the Public Hearing Notice was published in the Daily Journal (Whittier Daily News); and

- On April 21, 2022, the Public Hearing Notice was mailed to all property owners within a 300-foot radius from the exterior boundaries of project site.

ATTACHMENTS:

- A. Resolution (Case No. PC-2021-0011-CUP/ENV-115-21)
- B. Project Site Plan
- C. Traffic Impact Study
- D. Notice of Exemption
- E. Public Hearing Notification

**CITY OF MONTEBELLO
PLANNING COMMISSION**

RESOLUTION NO. 07-22

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT (“CASE NO. PC-2021-0011-CUP”) TO ALLOW THE CONSTRUCTION OF A COMPRESSED NATURAL GAS (CNG) FUELING STATION AND ADOPTING A NOTICE OF EXEMPTION UNDER CEQA § 15303 (NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES)

WHEREAS, the City of Montebello (“City”) received an application (Case No. PC-2021-0011-CUP, the “Application”) from Ben Steckler/Fielder Group on behalf of Chevron U.S.A., Inc. (“Applicant”) to construct a Compressed Natural Gas (CNG) fueling station located at 601 South Vail Avenue (“Project”); and

WHEREAS, pursuant to Montebello Municipal Code (MMC) Section 17.70.020, the Planning Commission of the City of Montebello (“Planning Commission”) has the authority to approve or deny applications for a CUP; and

WHEREAS, pursuant to Section 21067 of the Public Resources Code, and Section 15367 of the California Environmental Quality Act (“CEQA”) Guidelines (Cal. Code Regs., tit. 14, §15000, *et seq.*), the City of Montebello is the lead agency for the proposed Project; and

WHEREAS, the Application for a CUP (PC-2022-0011-CUP) is considered a "project" per the CEQA definition of a "project"; and

WHEREAS, the Project is Categorically Exempt per CEQA Section §15303 Class 3 (New Construction or Conversion of Small Structures) because Class 3 consists of the construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures such as those included within this proposal; and

WHEREAS, a duly noticed public hearing has been held, at which the Planning Commission received and considered staff presentations, recommendations, public testimony, and all other matters presented at the public hearing and included in the record for this matter; and

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

NOW THEREFORE, the Planning Commission of the City of Montebello hereby finds, declares and resolves as follows:

SECTION 1. RECITALS. The foregoing recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. FINDINGS. Per MMC 17.70.070, before any CUP is granted, the following findings must be made:

A. The site for the proposed use is adequate in size and shape;

The Project Site is located within the City's established M-2 Zone designated for Heavy Manufacturing with the "Industrial" General Plan Land Use Designation. This zoning district is intended to allow for the preservation and orderly development of heavy industrial uses. The current use at the Project Site is an existing Petroleum Products Terminal (Tank Farm) and the proposed use of a CNG fueling station is compatible with the existing zone and General Plan Land Use Designation. The property is located in the southern area of Montebello just south of the Union Pacific Railroad and is surrounded by mostly industrial/manufacturing uses. The proposed project would occupy approximately 43,560 square feet (one acre) of the entire existing 616,880 square foot (14.16 acre) site and is in compliance with the development standards designated in the M-2 Zone. Building intensity is well under the permitted two-to-one floor area ratio, all setback requirements are adhered to, and sufficient off-street parking is provided.

B. That the site has sufficient access to streets and highways, and is adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use;

A Traffic Impact Study (TIS) was prepared by the applicant in order to assess the potential traffic impact of the addition of the proposed service station at the site (Attachment C to the staff report). The Project Site is currently developed as a Petroleum Products Terminal and paved access to the site is available via South Vail Avenue and Flotilla Street. The surrounding area consists of other industrial sites and the general vicinity has the capacity to carry the truck traffic and other traffic anticipated for the proposed use as a service station. The project proposes expanding the driveway entrance on South Vail Avenue as well as expanding the exit driveway on Flotilla Street in order to provide adequate access to the site. According to the TIS, the project is expected to "have no or less than significant impact to the study intersection," and no mitigation measures to reduce the impact of traffic at the site are required. Based on the analysis presented within this section, the site does have sufficient access to streets and highways and the width and pavement type is adequate enough to carry the quantity and quality of traffic generated by the proposed use.

- C. *That the proposed use will not have an adverse effect upon adjacent or abutting properties;*

The Project Site and the surrounding area are already fully developed with industrial uses, limiting the potential effects of the proposed use to adjacent or abutting properties. Additionally, the proposed CNG fueling station is considered less hazardous than the existing terminal because the existing terminal currently utilizes diesel and other fuel sources that are considered to be more hazardous than CNG. Allowing the site to provide a cleaner energy source (CNG) will allow Chevron and the surrounding industrial truck fleets to start converting their trucks to compressed natural gas vehicles, which operate at cleaner standards and regulations than traditional diesel fuel vehicles. Additional landscaping is also being provided throughout the property to enhance its appearance, further improving the aesthetics of the area.

- D. *That the proposed use is consistent with the objectives of the community redevelopment project area in which the site is located. Put another way, the proposed use is in conformance with the goals, policies, and objectives of the general plan and the purpose and intent of this code and any applicable specific plan.*

The proposal for the Project Site will be constructed in compliance with the development standards listed in Chapter 17.32 (Manufacturing Zones Generally) of the MMC. The proposed development plans are consistent with the general manufacturing zone requirements for setbacks, landscaping, building intensity, access, screening, and all other manufacturing zone requirements for the City of Montebello.

Additionally, the proposed use is consistent with General Plan Land Use Element Goals 1 and 4, as well as with General Plan Land Use element Industrial Policies 1 and 5. These goals and policies relate to the project being responsive to the needs of the community, providing for growth of industrial areas in a manner that is compatible with surrounding uses, allowing for the maintenance and preservation of the city's industrial areas, and allowing the building intensity to approach 100% of lot coverage. The proposed project conforms with the City of Montebello General Plan Land Use Element in that the proposed use is located in a developed industrial area, the use of a service station is compatible with the existing petroleum products terminal use on site and surrounding uses in the area, and the proposed construction is in compliance with the development standards in the M-2 Zone (Heavy Manufacturing).

SECTION 3. CEQA. The Planning Commission hereby approves and adopts the CEQA Categorical Exemption §15303 (New Construction or Conversion of Small Structures) Class 3 exemption. A Class 3 exemption under CEQA § 15303 exempts the

construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures such as the new equipment and structures that will be constructed for the CNG service station included within this CUP.

SECTION 4. APPROVALS. The Planning Commission hereby approves CUP (PC-2021-0011-CUP) to allow the construction of the CNG fueling station proposed at 601 S. Vail subject to the conditions of approval set forth in Section 5 of this Resolution.

SECTION 5. CONDITIONS. The Planning Commission finds that the foregoing conditions of approval are necessary and appropriate.

A. Planning Division Conditions

1. The Applicant shall defend, indemnify, and hold harmless the City, its elected and appointed officials, agents, officers, and employees from any claim, action, or proceeding brought against the City, its elected and appointed officials, agents, officers, or employees arising out of, or which are related to the Applicant's project or application (collectively referred to as "proceedings"). The indemnification shall include, but not be limited to, damages, fees and/or costs awarded against the City, if any, and cost of suit, attorney's fees, and other costs, liabilities, and expenses incurred or awarded in connection with the proceedings whether incurred by the Applicant, the City and/or the parties initiating or bringing such proceedings. This indemnity provision shall include the Applicant's obligation to indemnify the City for all the City's costs, fees, and damages that the City incurs in enforcing the indemnification provisions set forth herein. The City shall have the right to choose its own legal counsel to represent the City's interest in the proceedings.
2. The development and utilization of the subject site shall substantially conform to the project site plan labeled as Attachment B within the Planning Commission staff report for this project including the uses as shown, except as provided for herein, and by subsequent revisions found by the City of Montebello Planning and Community Development ("Planning Department") Director ("Director") to be in substantial compliance with these provisions.
3. The development and utilization of the subject site shall continue to be in substantial conformance with the previously approved CUP at the site, CUP 11-90.
4. Development of the site shall be consistent with all of the provisions of the Montebello Municipal Code ("MMC"), all provisions of Conditional Use Permit ("CUP") (PC-2021-0011-CUP), and all specifications of the Planning Department.
5. Within 30 days of the Planning Department transmittal of the Acceptance Form, the Applicant shall sign and return a copy of the Acceptance Form, agreeing to the conditions of approval and acknowledging that failure to comply with such conditions shall constitute grounds for potential revocation of the permit approval. Failure to

return the Acceptance Form within 30 days shall constitute grounds for terminating the permit.

6. In the event the Applicant violates or fails to comply with any conditions of approval of this permit, no further permits, licenses, approvals, or certificate of occupancy shall be issued until such violation(s) have been fully remedied.
7. The site and surrounding area shall be maintained in a litter and graffiti free manner. Any graffiti that occurs on the site shall be removed within 24 hours at Applicant, Site Owner ("Site Owner"), and/or Operator's own expense.
8. No signs shall be installed on the site until a sign permit has been approved by the Planning Department and Building & Safety Division in conformance with the provisions set forth in Chapter 17.62 ("Signs") of the MMC and the provisions set forth in the CUP.
9. The approval of the entitlement shall expire if the rights granted are not exercised within one (1) year from the CUP's effective date. Exercise of right shall mean issuance of a building permit to commence construction or similar activities demonstrating the intent to proceed with the project, as determined by the Director.
10. The Applicant, Owner, Management and/or successor of the use shall bear full cost (hereinafter referred to as the "Inspection Fees") of all monitoring and inspection activities to be conducted by City staff or its designated consultant representative(s) as necessary to ensure compliance with the conditions of this Resolution.
11. The Director, at any time, can call for a review of the approved conditions of approval at a duly noticed public hearing before the Planning Commission. These condition(s) may be modified, or new condition(s) added to reduce any impacts of the use.
12. All applicable conditions of approval from previous entitlements on the property shall remain in full force and effect, unless otherwise specifically noted in this Resolution.
13. This approval shall not supersede the approval of any other responsible agencies. The Applicant shall comply with all Federal, State and local laws.
14. Any inevitable exposed wires shall be neatly bolted and painted to match the building color.
15. Permanent, underground, automated irrigation system shall be installed for landscaping at the site pursuant to MMC section 17.32.100 ("Development standards—Landscaping").

B. Building and Safety Division Conditions

1. The development and utilization of the site shall comply with all the provisions of all of the current Building, Plumbing, Mechanical, Electrical, Energy, CALGreen, Fire Codes, City Ordinances, as well as, additional requirements from the Montebello Building and Safety Division.
2. Parking provided shall be designated and provided in accordance with current California Building Code and California CALGreen Code. Construction plans and specifications shall include:
 - a. Americans with Disabilities Act (ADA) compliant parking
 - b. Electric vehicle parking
 - c. Bicycle parking
3. CNG Fuel Dispensing Station shall be located above ground and installed as follows:
 - a. Not beneath power lines.
 - b. Ten feet (3048 mm) or more from the nearest building or lot line that could be built on, public street, sidewalk or source of ignition.
 - c. Twenty-five feet (7620 mm) or more from the nearest rail of any railroad track and 50 feet (15 240 mm) or more from the nearest rail of any railroad main track or any railroad or transit line where power for train propulsion is provided by an outside electrical source, such as third rail or overhead catenary.
 - d. Fifty feet (15 240 mm) or more from the vertical plane below the nearest overhead wire of a trolley bus line.
 - e. A minimum distance of 25-feet from the other buildings or building openings.
4. An emergency shutdown control shall be located within 75 feet (22 860 mm) of, but not less than 25 feet (7620 mm) from, dispensers and shall be provided in the compressor area. Upon activation, the emergency shutdown system shall automatically shut off the power supply to the compressor and close valves between the main gas supply and the compressor and between the storage containers and dispensers.
5. All equipment and dispensers shall be protected from vehicle impact.

C. Public Works Department Conditions (Traffic Engineer)

1. The on-site pavement and driveway approaches for the new site should be designed for large semi-truck traffic. Consider using a Traffic Index (TI) of 9 and 5 inch AC over 6 inch AB for the on-site pavement.

D. Fire Department Conditions

1. Project to meet applicable chapters of 2019 Edition California Fire Code and referenced NFPA Standards.

2. Project will need to make notification to Los Angeles County Fire Department Health/Hazmat Division for Hazardous Materials Business Plan (HMBP) and Aboveground Petroleum Tanks programs.
3. The owner of a self-service CNG motor fuel-dispensing facility shall ensure the safe operation of the system and the training of users. Project will provide the training materials to Montebello Fire Department (MFD) for review.
4. The facility will be entered into the Annual Fire/Life Safety Inspection Program. An annual operating permit will be required by the Montebello Fire Department.
5. Provide emergency shutdown plan for in the event of an emergency at the Chevron Marketing Terminal or an event at the CNG Fueling station. Provide plan to MFD for review.

PASSED AND ADOPTED this 3rd day of May, 2022 by the Planning Commission.

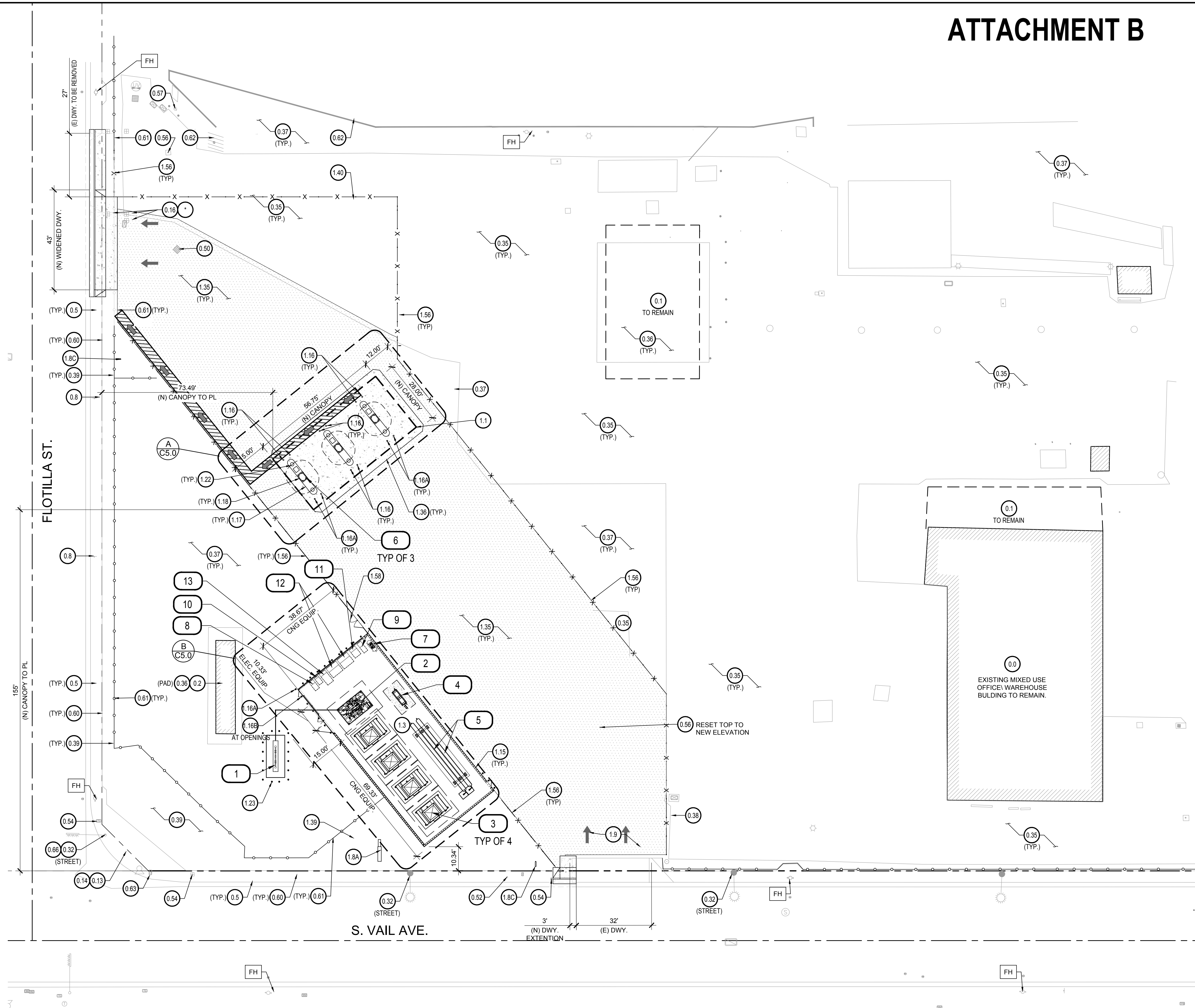
Chair Briseno:	() AYE () NOE () ABSENT () ABSTAIN
Commissioner Alikasianian:	() AYE () NOE () ABSENT () ABSTAIN
Commissioner Lomeli:	() AYE () NOE () ABSENT () ABSTAIN
Commissioner Cuevas:	() AYE () NOE () ABSENT () ABSTAIN
Vacant:	() AYE () NOE () ABSENT () ABSTAIN

Alexandra Briseno, Chair

ATTEST:

Joseph A. Palombi, Director
Planning & Community Development Department

ATTACHMENT B



EQUIPMENT LIST

#	EQUIPMENT
1	MSA - METER SET ASSEMBLY
2	CNG DRYER
3	SINGLE CNG COMPRESSOR
4	BUFFER MATRIX PANEL
5	CNG STORAGE VESSELS
6	CNG DISPENSER
7	AIR COMPRESSOR
8	15 KVA TRANSFORMER
9	SITE CONTROLLER
10	LOW VOLTAGE PANEL 'DP'
11	COMM PANEL 'CP'
12	MOTOR STARTER PANEL
13	MAIN SWITCH GEAR

SITE NOTES

Ⓢ	<u>EXISTING ITEMS</u>
0.0	(E) BUILDING
0.1	(E) CANOPY
0.2	(E) SHIPPING CONTAINER
0.5	(E) CURB & GUTTER
0.7	(E) GATE
0.8	(E) SIGN
0.13	(E) ADA RAMP
0.14	(E) TRUNCATED DOMES
0.15	(E) WALL
0.16	(E) GUARD POST
0.23	(E) METER
0.32	(E) LIGHT
0.35	(E) ASPHALT
0.36	(E) CONCRETE
0.37	(E) GRAVEL
0.38	(E) DIRT
0.39	(E) LANDSCAPE
0.49	(E) OVERHEAD UTILITY LINE
0.50	(E) INLET
0.51	(E) CLEANOUT
0.52	(E) GAS VALVE
0.54	(E) PULL BOX
0.55	(E) MANHOLE
0.56	(E) MONITORING WELL
0.57	(E) FIRE DEPT. CONNECTION
0.59	(E) POWER POLE
0.60	(E) WALK
0.61	(E) FENCE
0.62	(E) UTILITY POLE
0.63	(E) GROUND LIGHT
0.66	(E) TRAFFIC SIGNAL

NEW ITEMS

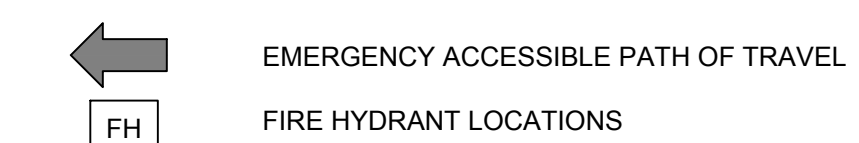
- 1.1 (N) FUELING CANOPY
- 1.3 (N) ENCLOSURE
- 1.7 (N) GATE
- 1.8A (N) SITE ENTRANCE SIGN
- 1.8C (N) DIRECTIONAL SIGN (DOUBLE SIDE)
- 1.9 (N) STRIPING
- 1.15 (N) CMU WALL, 10 LB STRUCTURALLY REINFORCED
- 1.16A (N) GUARD POST
- 1.16B (N) RETRACTABLE GUARD POST
- 1.17 (N) CONCRETE ISLAND
- 1.18 (N) CNG DISPENSER
- 1.22 (N) COLUMN
- 1.23 (N) METER
- 1.35 (N) ASPHALT
- 1.36 (N) CONCRETE
- 1.39 (N) LANDSCAPE
- 1.56 (N) CHAIN LINK FENCE
- 1.58 (N) 8'-0" WIDE DOUBLE SWING GATE

GENERAL NOTES

NEW CMU WALL WILL BE CRASH RATED

ALL ON-SITE PAVEMENT AND DRIVEWAY APPROACHES WILL BE DESIGNED FOR LARGE SEMI-TRUCKS TRAFFIC WITH A MINIMUM TRAFFIC INDEX (TI) OF 9. AS A MINIMUM ALL AC PAVEMENT SHALL BE 6" AC OVER 6" MINIMUM AB. AS RECOMMENDED IN TO GEOTECHNICAL REPORT BY RMA GEOSCIENCE, PROJECT #21G-0345-0 DATED 8/2/2021

LEGEND



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[illegible]

CONFIDENTIALITY STATEMENT:
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DEVELOPMENT INFORMATION:

CHEVRON
CNG FUELING FACILITY

SITE ADDRESS:

601 S. VAIL AVE
N.W.C. FLOTILLA ST & S. VAIL AVE
MONTEBELLO, CA 90640

DESIGNED BY: TH	FG PM: TT
CHECKED BY: TH	MEP PM: -
DRAWN BY: TH	CONSULTANT PM: -
DATE: 07/19/2021	PROJECT NO.: 16643
DRAWING TITLE:	

SITE PLAN

SHEET NO.: _____

C2.0

TRAFFIC IMPACT ANALYSIS

Chevron Compressed Natural Gas (CNG) Fueling Facility

601 South Vail Avenue, Montebello

Date: March 2, 2022

Prepared For:

Fiedler Group

299 N. Euclid Ave, Suite 550

Pasadena, CA 91101

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210

Tustin, CA 92780

(714) 832-2116

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Traffic Impact Analysis

Chevron Compressed Natural Gas (CNG) Fueling Facility

601 South Vail Avenue

In the City of Montebello



Prepared under the supervision of

A handwritten signature in black ink, appearing to read "Jende Kay Hsu", written over a horizontal line.

Jende Kay Hsu, P.E., T. E.

Lic. # T2285

EXECUTIVE SUMMARY

The purpose of this study is to evaluate the local traffic impact of the proposed development located at 601 South Vail Avenue at the northwest corner of Vail Avenue and Flotilla Street in the City of Montebello. The development plans to demolish several existing buildings and construct a fueling canopy with six (6) fueling positions for Compressed Natural Gas (CNG). The subject facility will primarily serve heavy duty vehicles originated from the Chevron facilities within the same site.

The project is expected to generate 31 inbound trips and 28 outbound trips in the AM peak hour, 16 inbound and 11 outbound trips in the PM peak hour and 569 daily trips.

Upon project completion, the immediate adjacent intersection of S. Vail Avenue at Flotilla Street is expected to maintain LOS A during the AM and PM peak hours for all study scenarios. Project traffic is expected to have no or less than significant impact to the study intersection; therefore, mitigation measures are not required.

The study examined the 95th percentile queue for left-turn pockets at the study intersection of South Vail Avenue and Flotilla Street. Adequate pocket length is provided to all left-turn movements. Improvements are not required.

Site access to the proposed fueling facility will be provided by two widened driveways, including the ingress driveway on South Vail Avenue with a width of 32 feet and the egress driveway on Flotilla Street with a width of 40 feet. The subject urban driveways are unsignalized, therefore, corner sight distance requirements are not required.

INTRODUCTION

The purpose of this study is to evaluate the local traffic impact of the proposed development located at 601 South Vail Avenue at the northwest corner of Vail Avenue and Flotilla Street in the City of Montebello. Site access will be provided by two one-way driveways; ingress on Vail Avenue and egress on Flotilla Street. Vicinity map is shown in **Exhibit 1**.

The development plans to demolish several existing buildings and construct a fueling canopy with six (6) fueling positions for Compressed Natural Gas (CNG). The subject facility will primarily serve heavy duty vehicles originated from the Chevron facilities within the same site. Site plan is provided in **Exhibit 2**.

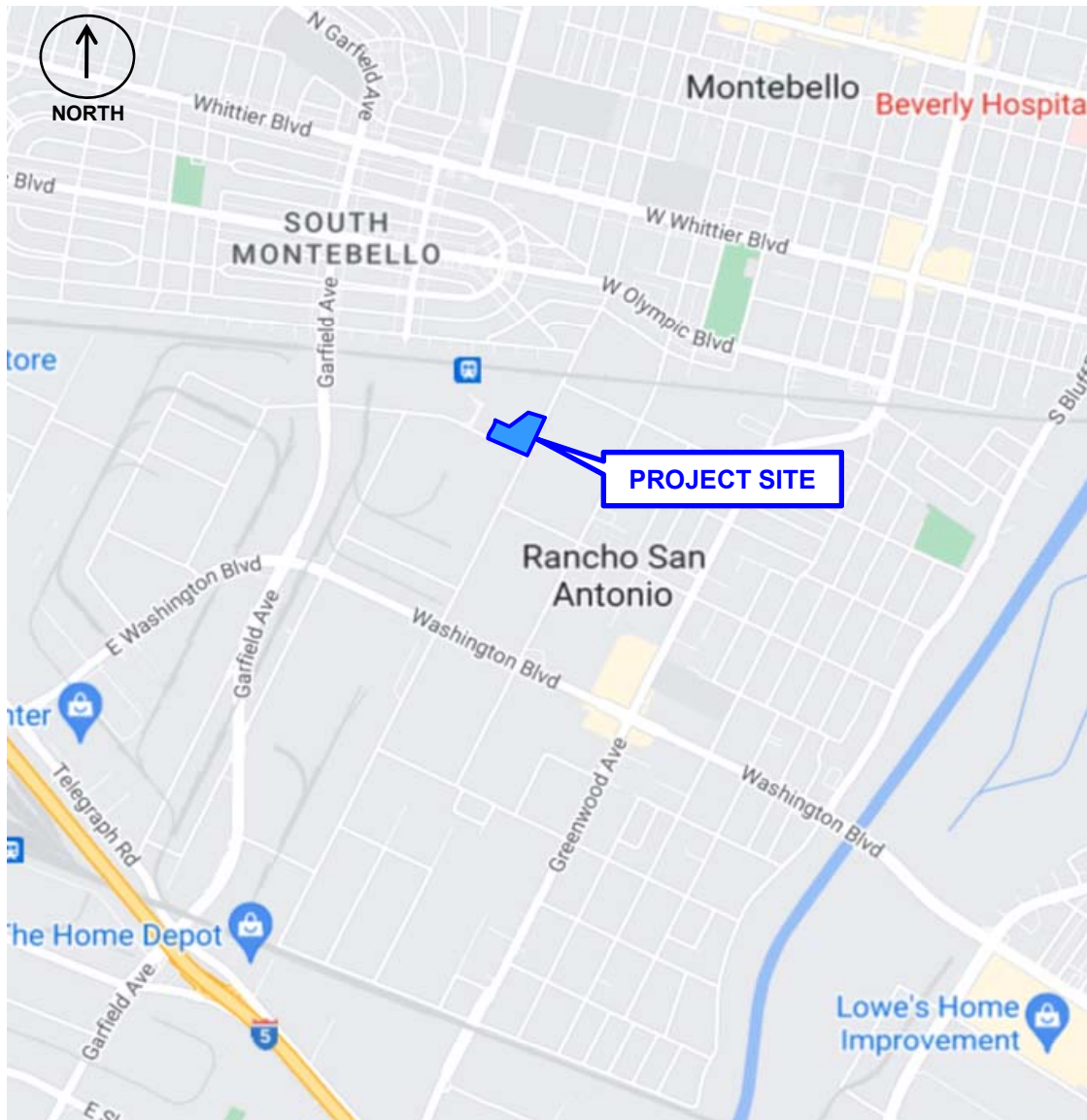


EXHIBIT 1. VICINITY MAP

No Scale

STUDY SCENARIOS

In compliance with the City of Montebello “*Traffic Impact Study Guidelines*”, dated December 2004, the following analysis scenarios for the weekday morning and afternoon peak periods:

- i. Existing Conditions
- ii. Project Completion Year without Project
- iii. Project Completion Year with Project

According to the Memorandum of Understanding (MOU) submitted to the City, provided in **Appendix A**, the study will include the Level of Service (LOS) analysis for the adjacent intersection S. Vail Avenue at Flotilla Street to evaluate potential traffic impacts.

Analysis of the study intersection will be performed via Intersection Capacity Utilization (ICU) procedure in accordance with the capacity parameters prescribed in the City’s Guidelines. Table 1 provides the definition for LOS associated with the values of volume-to-capacity ratios (V/C).

Table 1. LOS Definitions – ICU Analysis

LOS	Operating Condition	ICU Value (V/C Ratio)
A	Free flowing, virtually no delay. Minimal Traffic.	< 0.60
B	Free flow and choice of lanes. Delays are minimal. All cars clear intersection easily.	0.60 – 0.69
C	Stable flow. Queue at signal starting to get relatively long. Delays starting to become a factor but still within “acceptable limits”.	0.70 – 0.79
D	Approaching unstable flow. Queues at intersection are quite long but most cars clear intersection on their green signal. Occasionally, several vehicles must wait for a second green signal. Congestion is moderate.	0.80 – 0.89
E	Severe congestion and delay. Most of the available capacity is used. Many cars must wait through a complete signal cycle to clear the intersection.	0.90 – 0.99
F	Excessive delay and congestion. Most cars must wait through more than one on one signal cycle. Queues are very long and drivers are obviously irritated.	> 1.00

EXISTING CONDITIONS

The project site is located at the northwest corner of South Vail Avenue and Flotilla Street in the City of Montebello. Vail Avenue is classified as a Collector Road in the Circulation Element of Montebello's General Plan. Vail Avenue runs north-southerly with one lane in each direction and provides a left turn pocket at intersection. The posted speed limit is 30 mph in the project vicinity. Roadside parking is generally allowed except at the intersection where red paint is present.

Flotilla Street is a local street running east-westerly with one lane in each direction and a two-way-left-turn lane at the center. The posted speed limit is 25 mph in the project vicinity. The intersection of South Vail Avenue and Flotilla Street is controlled by traffic signals.

Turning movement counts in the AM and PM peak hour were collected on Wednesday, February 2, 2022. The existing lane configuration and traffic volumes at the study intersection are shown in **Exhibit 3**. Complete traffic data can be found in **Appendix B**.

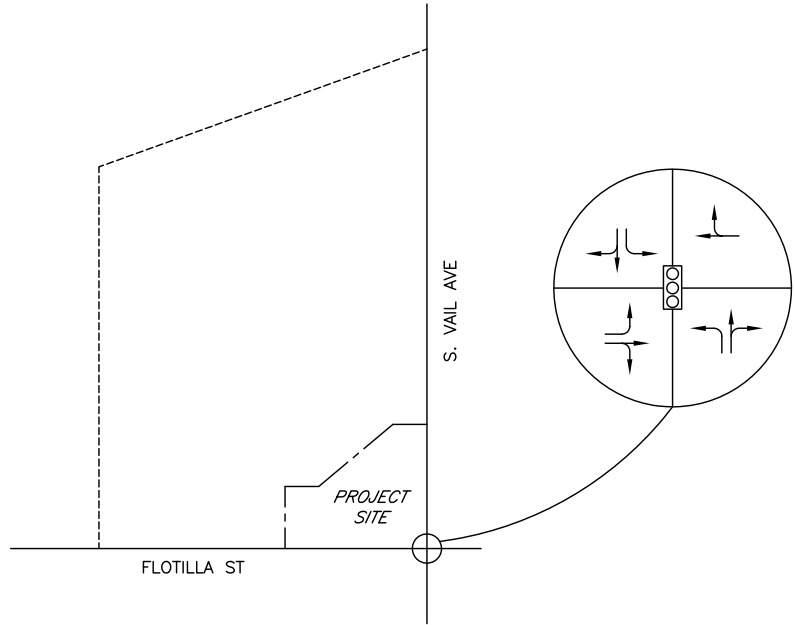
The LOS and V/C ratio of the study intersection for existing conditions are shown in **Table 2**. The study intersection operates at LOS A or better in both the AM and PM peak hours under existing conditions. The analysis worksheets are provided in **Appendix C**.

Table 2. Existing Conditions Analysis

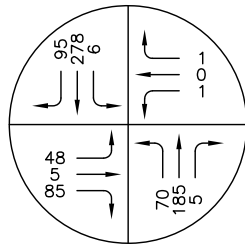
Study Intersection	AM Peak		PM Peak	
	LOS	V/C Ratio	LOS	V/C Ratio
S. Vail Avenue at Flotilla Street	A	0.383	A	0.415

LEGEND:

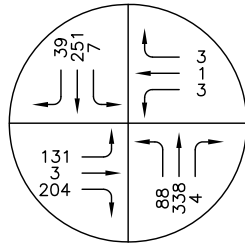
-  STUDY LOCATION
-  TRAFFIC SIGNAL
-  PROJECT SITE PROPERTY LINE
-  CHEVRON FACILITY PROPERTY LINE



AM PEAK HOUR



PM PEAK HOUR



EXISTING LANE CONFIGURATION AND TRAFFIC VOLUMES

EXHIBIT 3

TRIP GENERATION

Project's trip generation for the proposed CNG fueling facility is derived based on the study of an existing CNG fueling site located at 1601 E. First Street, Santa Ana. This similar site consists of four (4) CNG fueling stations with similar operations to the project site. Vehicular traffic data and related information can be found in the Memorandum of Understanding, as shown in **Appendix A**. With the application of Passenger Car Equivalence (PCE) conversions for various vehicle classes, the trip generation rates derived from the existing CNG facility with similar operations are shown in **Table 3**.

Table 3. Trip Generation Rates

Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Compressed Natural Gas (CNG) Fueling Facility	Fueling Position	9.75	53%	47%	4.50	61%	39%	94.75

With consideration of PCE conversions, the subject development featuring six (6) CNG fueling positions is expected to generate 59 trips in the AM peak hour, 27 trips in the PM peak hour, and 569 daily trips. The project's trip generation is summarized in **Table 4**.

Table 4. Project Trip Generation

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Compressed Natural Gas (CNG) Fueling Facility	Fueling Position	6	59	31	28	27	16	11	569

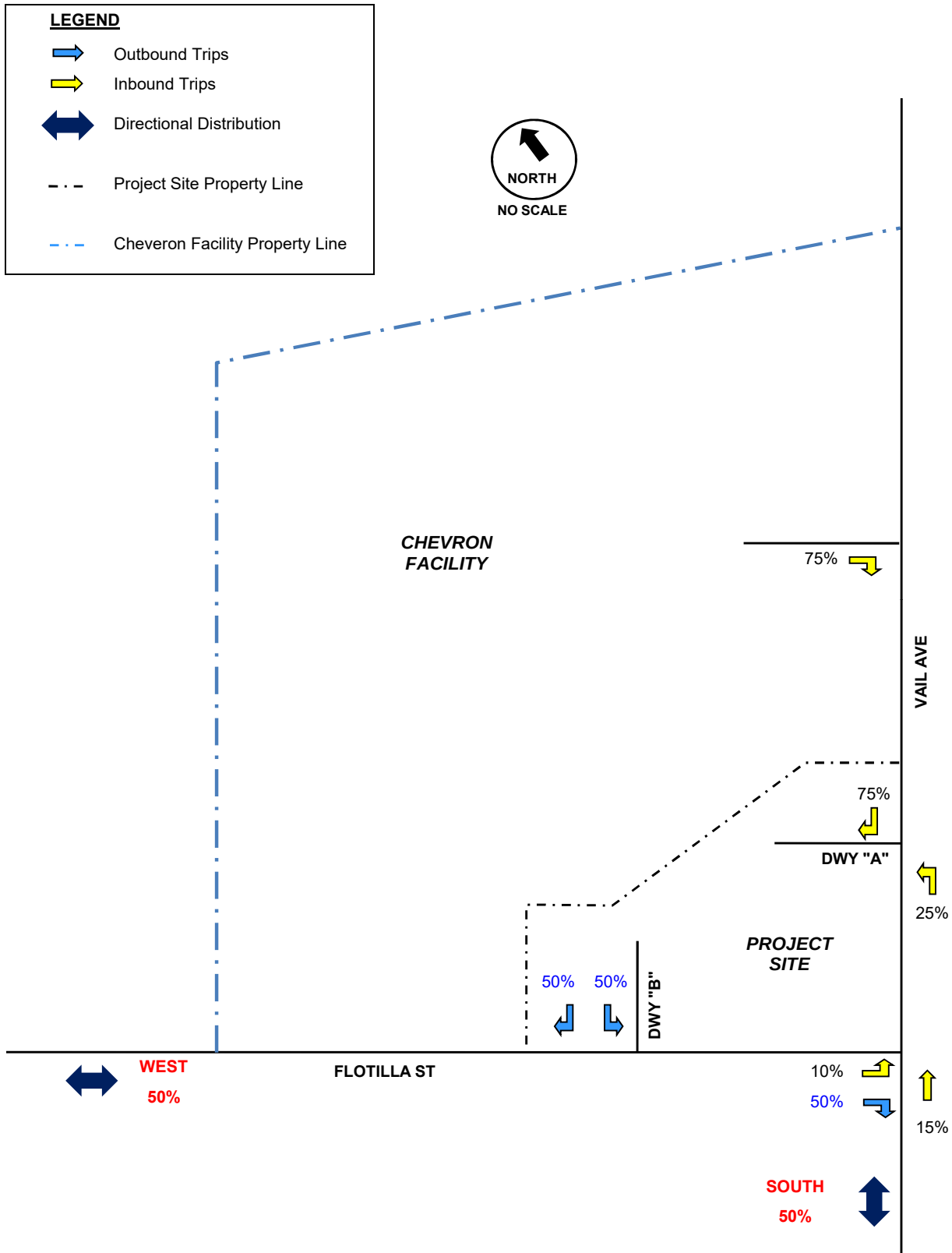
TRIP DISTRIBUTION

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated in **Exhibits 4**.

TRAFFIC ASSIGNMENT

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 5** illustrates the traffic assignment of the proposed project in the AM and PM peak hour.

EXHIBIT 4. TRIP DISTRIBUTION



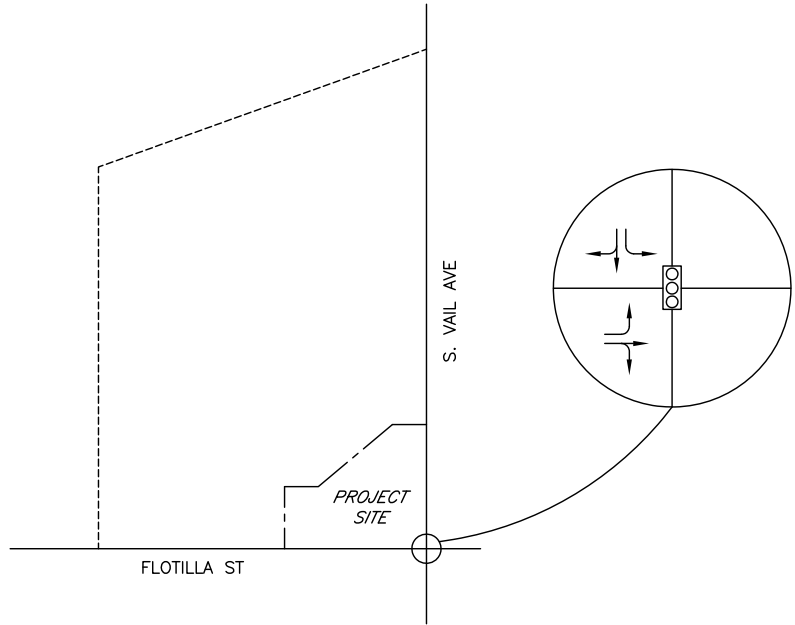
LEGEND:

○ STUDY LOCATION

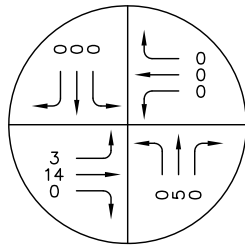
⬮ TRAFFIC SIGNAL

--- PROJECT SITE PROPERTY LINE

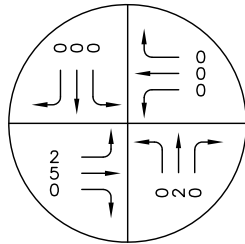
----- CHEVRON FACILITY PROPERTY LINE



AM PEAK HOUR



PM PEAK HOUR



TRAFFIC ASSIGNMENT

EXHIBIT 5

OTHER DEVELOPMENT PROJECTS

Other development projects within a one-mile radius were taken into consideration for the project completion year conditions. Based upon the information provided by the City, other development projects are listed in **Table 5**.

Exhibit 6 illustrates the locations of the other development projects. The traffic generated by these other development projects is not expected to pass through the subject study intersection.

Table 5. Summary of Other Development Projects

No.	Project Address	Land Use	Quantity
1	2113 W. Whittier Blvd, Montebello	Multifamily Residential	67 Units
2	501 S. Montebello Blvd, Montebello	Multifamily Residential	29 Units

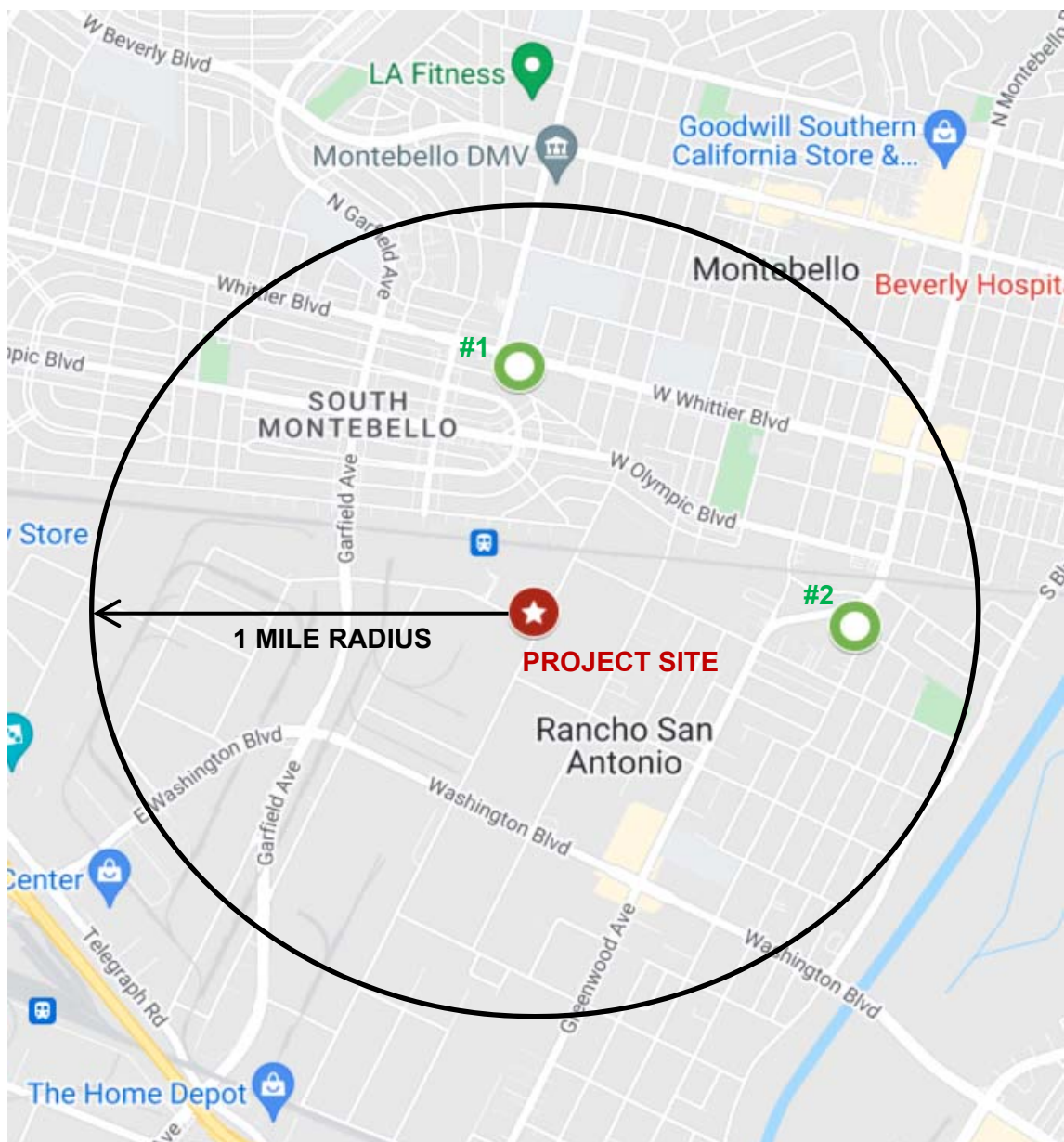


EXHIBIT 6. OTHER DEVELOPMENTS LOCATION MAP

No Scale

PROJECT COMPLETION YEAR WITHOUT PROJECT

The project is seeking an expedited process for completion in year the year of 2022. As a conservative approach, however, the annual ambient growth rate growth rate of one percent (1%) is applied to traffic data collected in February 2022. This factor represents traffic increases resulting from regional development growth. Traffic volumes for the project completion year without project are illustrated in **Exhibit 7**.

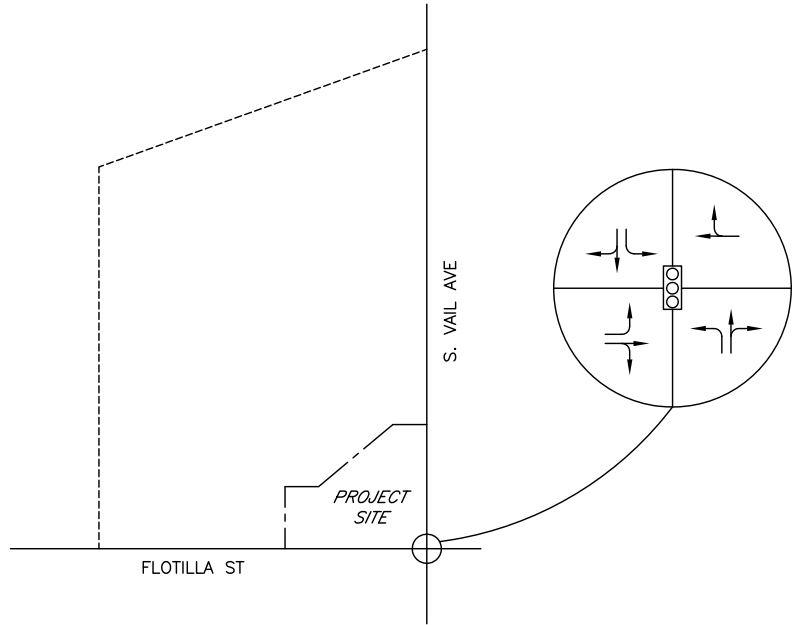
The level of services in the AM and PM peak hour in this scenario are shown in **Table 6**. The studied intersection maintains acceptable LOS A for this scenario. The analysis worksheets can be found in **Appendix C**.

Table 6. Project Completion Year without Project Analysis

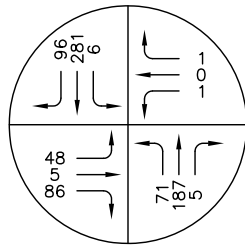
Study Intersection	AM Peak		PM Peak	
	LOS	V/C Ratio	LOS	V/C Ratio
S. Vail Avenue at Flotilla Street	A	0.387	A	0.420

LEGEND:

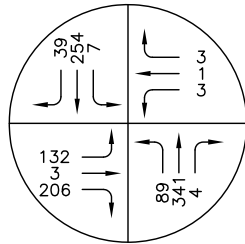
-  STUDY LOCATION
-  TRAFFIC SIGNAL
-  PROJECT SITE PROPERTY LINE
-  CHEVRON FACILITY PROPERTY LINE



AM PEAK HOUR



PM PEAK HOUR



PROJECT COMPLETION YEAR
WITHOUT PROJECT TRAFFIC VOLUMES

EXHIBIT 7

PROJECT COMPLETION YEAR WITH PROJECT

Traffic volumes for the project completion year plus project scenario are illustrated in **Exhibit 8**. The level of services in the AM and PM peak hour in this scenario are shown in **Table 7**. The study intersection remains operating at acceptable LOS A for the project completion year with project. Analysis worksheets can be found in **Appendix C**.

Table 7. Project Completion Year with Project Analysis

Study Intersection	AM Peak		PM Peak	
	LOS	V/C Ratio	LOS	V/C Ratio
S. Vail Avenue at Flotilla Street	A	0.396	A	0.423

LEGEND:



STUDY LOCATION



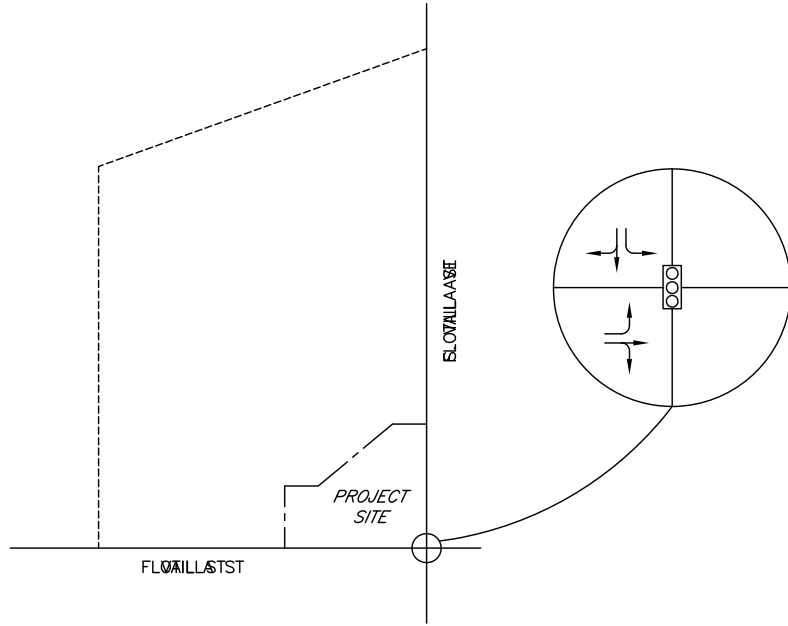
TRAFFIC SIGNAL

--- PROJECT SITE PROPERTY LINE

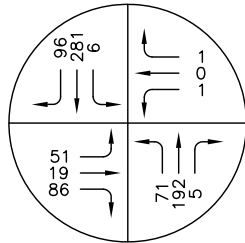
----- CHEVRON FACILITY PROPERTY LINE



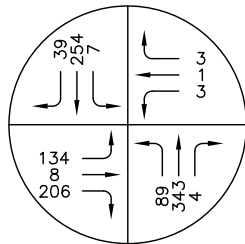
NORTH
NOT TO SCALE



AM PEAK HOUR



PM PEAK HOUR



PROJECT COMPLETION YEAR
WITH PROJECT TRAFFIC VOLUMES

EXHIBIT 8

OPERATIONAL THRESHOLDS

The City of Montebello has not established a minimum acceptable Level of Service (LOS) threshold during peak hour conditions or significant impact thresholds for intersections. For the purposes of this traffic impact study, the following thresholds defined in ICU increases for signalized intersections, as shown in **Table 8**, shall be deemed “significant” and require mitigation:

Table 8. Threshold of Significant Impact – Signalized Intersection

Existing LOS	Existing ICU	Project Related Increase in ICU
A, B, C	0.00 – 0.69	0.05
D	0.70 – 0.79	0.03
E	0.80 – 0.89	0.01
F	0.90+	0.005

As shown in **Table 9**, the project does not exceed the criteria above for project completion year conditions. The study intersection is not identified as “significant” and mitigation is not required.

Table 9. Threshold of Significant Impact – Project Completion Year

Study Intersection: S. Vail Ave at Flotilla St	Without Project		With Project		Delay Increase	Significant Impact
	LOS	Delay (sec)	LOS	Delay (sec)		
AM Peak Hour	A	0.387	A	0.396	0.009 (<0.05, OK)	No
PM Peak Hour	A	0.420	A	0.423	0.003 (<0.05, OK)	No

QUEUE ANALYSIS

The study examined the 95th percentile queue for left-turn pockets at the study intersection of South Vail Avenue and Flotilla Street. Queue analysis outputs can be found in **Appendix D**. As shown in **Table 10**, there is adequate pocket length for all left-turn movements. Improvements are not required.

Table 10. Queue Analysis – Project Completion Year with Project

Study Intersection: S. Vail Ave at Flotilla St	Turn Movement	95th Percentile Queue (ft)	Existing Turn Bay Length (ft)	Exceeds Capacity
AM Peak Hour	EBL	43	90	No
	NBL	19	100	No
	SBL	4	80	No
PM Peak Hour	EBL	55	90	No
	NBL	35	100	No
	SBL	6	80	No

SITE ACCESS

Site access to the proposed fueling facility will be provided by two widened driveways, including the ingress driveway on South Vail Avenue with a width of 32 feet and the egress driveway on Flotilla Street with a width of 40 feet.

According to Index 405.1(2)(d) of the Highway Design Manual (HDM), corner sight distance requirements are not applied to urban driveways unless signalized. The subject urban driveways are unsignalized, therefore, corner sight distance requirements are not required.

APPENDIX A
MEMORANDUM OF UNDERSTANDING (MOU)



MEMORANDUM OF UNDERSTANDING

From: Kay Hsu, PE, TE
K2 Traffic Engineering, Inc.

To: Patrick O. Fiedler, PE
Fiedler Group

Date: January 14, 2022

Re: Scope Agreement for Traffic Impact Study (TIS)
Chevron Compressed Natural Gas (CNG) Fueling Facility
601 South Vail Street, Montebello

This memorandum provides an outline of the proposed traffic impact analysis with assumptions and parameters for review and approval by the City of Montebello.

PROJECT INFORMATION

The project site (APN# 6336-002-027) is located at 601 South Vail Street, at the northwest corner of Vail Avenue and Flotilla Street in the City of Montebello. The project site is currently operated as an existing Compressed Natural Gas (CNG) supplier and storage facility operated by Chevron.

As shown in **Exhibit 1**, the proposed development will be bounded by the fence at the southeast corner of the site. The project plans to demolish several existing buildings and construct a CNG fueling canopy with six (6) fueling positions mainly serving heavy duty vehicles originated from the adjacent areas within the same site. Site access will be provided by two widened driveways, including the ingress driveway on Vail Street and the egress driveway on Flotilla Street.

TRIP GENERATION

Project's trip generation for the proposed CNG fueling facility is derived based on the study of an existing CNG fueling site located at 1601 E. First Street, Santa Ana. This similar site consists of four (4) CNG fueling stations with similar operations to the project site. The related information and vehicular traffic count data can be found in **Appendix A**. With the application of Passenger Car Equivalence (PCE) conversions for various vehicle classes, the trip generation rates derived from the existing CNG fueling facility with similar operations are shown in **Table 1**.

Table 1. Trip Generation Rates

Land Use	Unit	AM Peak Hour			PM Peak Hour			Daily
		Total	In	Out	Total	In	Out	
Compressed Natural Gas (CNG) Fueling Facility	Fueling Position	9.75	53%	47%	4.50	61%	39%	94.75

With the application of PCE conversions, the subject development featuring six (6) CNG fueling positions is expected to generate 59 trips in the AM peak hour, 27 trips in the PM peak hour, and 569 daily trips. Project's trip generation is summarized in **Table 2**.

Table 2. Project's Trip Generation

Land Use	Unit	Quantity	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Compressed Natural Gas (CNG) Fueling Facility	Fueling Position	6	59	31	28	27	16	11	569

TRIP DISTRIBUTION

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated in **Exhibit 2**.

STUDY INTERSECTION

According to the City of Montebello “*Traffic Impact Study Guidelines*,” all signalized intersections within ¼ mile of the project regardless of level of impact should be analyzed. Additionally all signalized or stop-controlled intersections where project traffic represents 1% or more of the peak hour critical volumes entering the intersection shall be included in the analysis.

The study will include the level of service analysis for the adjacent intersection of Vail Street at Flotilla Street to evaluate potential traffic impacts under various scenarios. The queue capacity at the study intersection will be reviewed. In addition, the study will perform an evaluation of traffic safety at the project driveways on Vail Street and Flotilla Street.

TRAFFIC COUNTS

New turning movement counts at the study intersection will be collected during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM) on a typical weekday.

ANALYSIS SCENARIOS

The project is seeking an expedited process for completion in year 2022. As a conservative approach, however, an annual ambient growth of one percent (1%) to account for potential regional traffic growth will be applied to existing traffic data collected in year 2022. Therefore, the project completion year is assumed to be year 2023. Additionally, a list of pending and approved other development projects shall be provided by the City of Montebello. Trip forecasts for other development projects within the study area shall be added to the applicable analysis scenarios.

In accordance with the City of Montebello “*Traffic Impact Study Guidelines*,” dated December 2004, the study will include the following analysis scenarios for the weekday morning and afternoon peak periods:

- Existing Conditions (2022)

- Project Completion Year (2023) without Project
- Project Completion Year (2023) with Project

ANALYSIS METHODOLOGY

Analysis of the study intersections will be performed via the Intersection Capacity Utilization (ICU) procedure in accordance with the capacity parameters prescribed in the City's Guidelines.

OPERATIONAL THRESHOLDS

The City of Montebello has not established minimum acceptable Level of Service (LOS) threshold during peak hour conditions or significant impact thresholds for intersections. For the purposes of this traffic impact study, the following thresholds defined in ICU increases for signalized intersections, as shown in **Table 3**, shall be deemed as "significant" and require mitigation:

Table 3. Threshold of Significant Impact – Signalized Intersection

Existing LOS	Existing ICU	Project Related Increase in ICU
A, B, C	0.00 - 0.69	0.05
D	0.70 - 0.79	0.03
E	0.80 - 0.89	0.01
F	0.90+	0.005

For any unsignalized intersection, the project impact shall be considered significant if the addition of project trips is forecast to cause or worsen LOS E or F and a traffic signal is warranted based on the peak hour volume criteria as established by the California Manual of Uniform Traffic Control Devices (CAMUTCD), 2014 Edition.

VEHICLE MILES TRAVELED (VMT) SCREENING

For the purpose of Senate Bill (SB) 743 compliance, a Vehicle Miles Traveled (VMT) analysis should be conducted for land development projects that have the potential to increase baseline VMT. The State's Office of Planning and Research (OPR) has established the "*Technical Advisory on Evaluating Transportation Impacts in California Environmental Quality Act (CEQA)*," dated December 2018, which has outlined a number of ways to provide a screening to identify projects that are expected to cause a less-than-significant impact and screen out for the need for a detailed VMT analysis.

Fueling facilities in nature can be characterized to serve the local areas. Specifically, the subject fueling facility is expected to receive approximately 75% of its business from the existing Chevron operations originated within the same site. By adding more retail opportunities to local areas, "**Local Serving Retail Projects**" typically redistributes existing trips rather than creating new trips. They generally improve proximity to local retail destinations which tend to shorten trips and reduce Vehicle Miles Traveled. Therefore, the project meets the Local Serving screening criteria and can be screened out from further VMT analysis. The project is expected to have a less-than-significant impact.

Regards,

K2 Traffic Engineering, Inc.

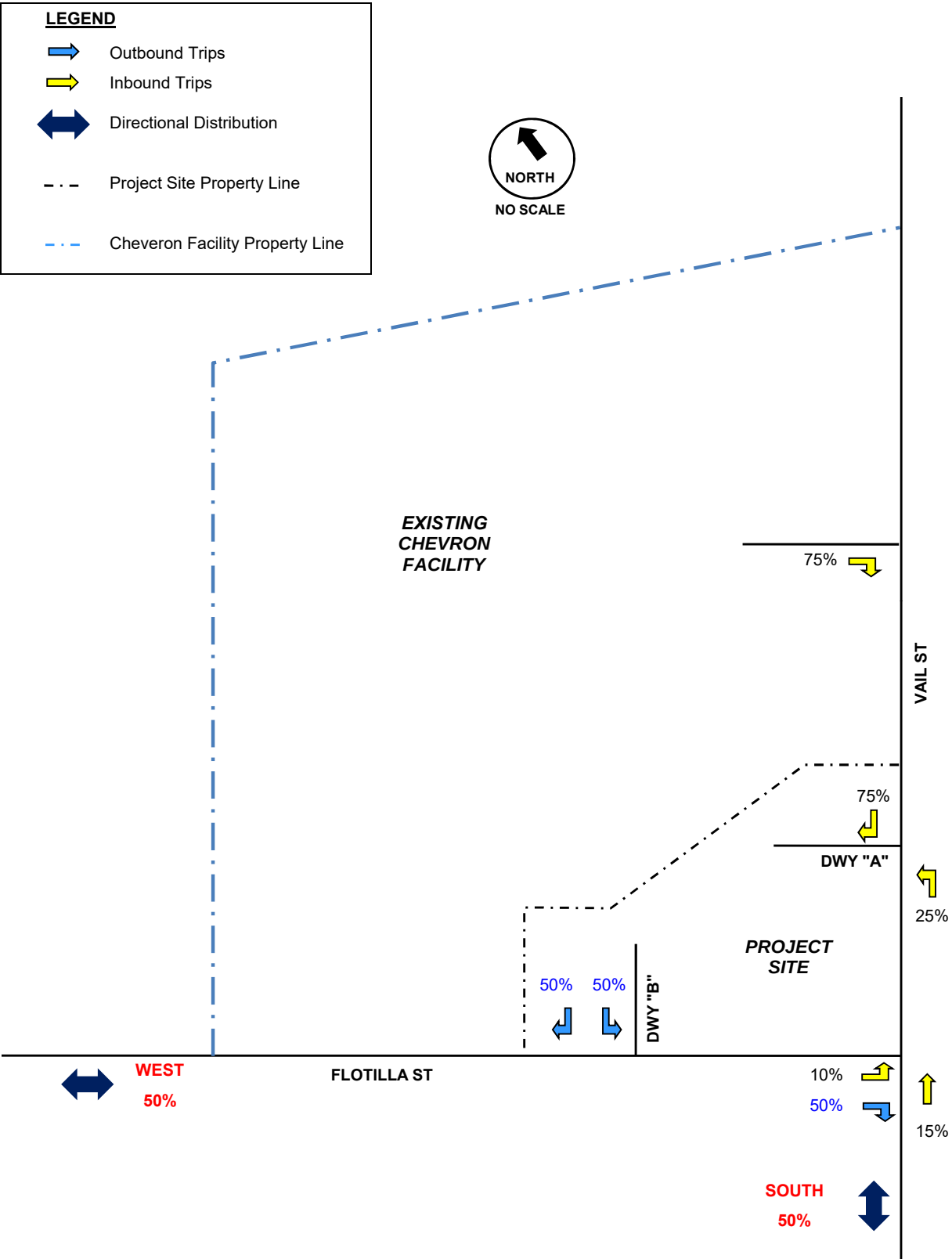


Jende Kay Hsu, T.E.
California License TR2285



K2 Traffic Engineering, Inc.

EXHIBIT 2. TRIP DISTRIBUTION



24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION) - INBOUND ONLY
COMPILED BY: K2 Traffic Engineering, Inc. tel: 714-832-2116

CITY: Santa Ana
LOCATION: 1601 E First St, Santa Ana - Both Driveways

[illegible]

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

CITY: Santa Ana
LOCATION: 1601 E First St, Santa Ana - Both Driveways

AM Peak Hour =
14 Outbound Trips

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION): INBOUND + OUTBOUND

PREPARED BY: AlimTD LLC tel: 714 253 7888 cs@alimtd.com

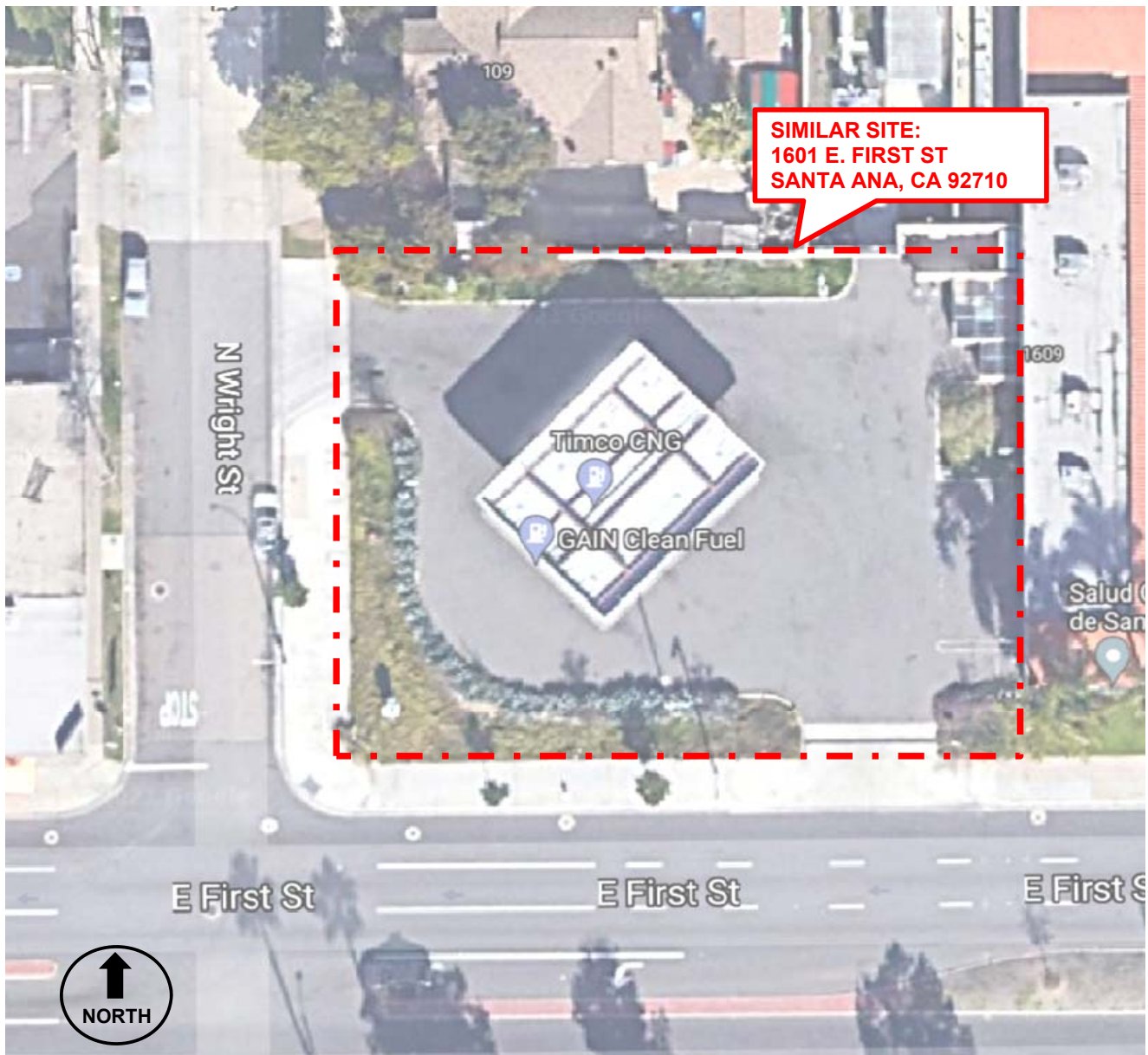
DATE: 12/15/21
JOB #: SC

CITY: Santa Ana
LOCATION: 1601 E First St, Santa Ana - Both Driveways

AM TIME	DAILY													PM Time	TOTAL	DAILY													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00	0	3	0	0	0	0	0	0	0	0	0	0	6	
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	1	3	4	0	3	0	0	0	0	0	0	0	10	
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:30	1	0	7	0	0	0	0	0	0	0	0	0	7	
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:45	0	5	1	0	0	0	0	0	0	0	0	0	6	
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1:00	2	2	1	0	0	0	0	0	0	0	0	0	3	
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1:15	0	0	0	0	0	0	0	0	0	0	0	0	3	
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2:00	0	2	0	0	0	0	0	0	0	0	0	0	2	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2:15	0	3	1	0	2	0	0	0	0	0	0	0	6	
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2:30	0	2	1	0	0	0	0	0	0	0	0	0	3	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2:45	0	0	2	1	0	0	0	0	0	0	0	0	3	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3:00	0	0	0	0	1	0	0	0	0	0	0	0	1	
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3:15	0	3	0	0	0	1	0	0	0	0	0	0	4	
3:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3:30	1	0	0	0	2	0	0	0	0	0	0	0	3	
3:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3:45	0	3	0	0	0	0	0	0	0	0	0	0	3	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4:00	0	3	0	0	1	0	0	0	0	0	0	0	4	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4:15	0	3	0	0	2	0	0	0	0	0	0	0	5	
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4:30	0	2	0	0	2	0	0	0	0	0	0	0	4	
4:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2	4:45	0	1	1	0	0	0	0	0	0	0	0	0	2	
5:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5:00	0	1	1	0	0	0	0	0	0	0	0	0	2	
5:15	0	0	0	2	0	0	0	0	0	0	0	0	0	2	5:15	0	2	2	0	0	0	0	0	0	0	0	0	4	
5:30	0	0	1	0	2	0	0	0	0	0	0	0	0	3	5:30	0	2	0	0	0	0	0	0	0	0	0	0	2	
5:45	0	2	0	0	4	2	0	0	0	0	0	0	0	8	5:45	0	0	1	0	0	0	0	0	0	0	0	0	1	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6:15	1	18:15	0	0	0	0	0	0	0	0	0	0	1	
6:30	0	0	0	0	5	0	0	0	0	0	0	0	0	5	6:30	0	0	2	1	0	0	0	0	0	0	0	0	3	
6:45	0	2	0	0	0	2	0	0	0	0	0	0	0	4	6:45	0	2	1	0	0	0	0	0	0	0	0	0	3	
7:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12	7:00	0	5	0	0	0	0	0	0	0	0	0	0	5	
7:15	0	0	6	0	3	0	0	0	0	0	0	0	0	9	7:15	9	19:15	0	0	0	0	0	0	0	0	0	0	8	
7:30	0	0	2	0	2	0	0	0	0	0	0	0	0	4	7:30	4	19:30	0	1	2	0	0	0	0	0	0	0	3	
7:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	7:45	0	19:45	0	2	0	0	0	0	0	0	0	0	2	
8:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10	8:00	0	20:00	0	2	1	0	0	0	0	0	0	0	3	
8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2	8:15	2	20:15	0	3	0	0	0	0	0	0	0	0	3	
8:30	0	0	6	2	0	1	0	0	0	0	0	0	0	9	8:30	9	20:30	0	8	1	0	0	0	0	0	0	0	9	
8:45	0	0	0	2	2	1	0	0	0	0	0	0	0	5	8:45	5	20:45	0	6	0	0	0	0	0	0	0	0	6	
9:00	0	4	1	0	0	0	0	0	0	0	1	0	0	6	9:00	6	21:00	0	4	2	0	0	0	0	0	0	0	6	
9:15	0	1	2	0	0	0	0	0	0	0	1	0	0	4	9:15	4	21:15	0	4	0	0	0	0	0	0	0	0	4	
9:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7	9:30	7	21:30	0	3	0	0	0	0	0	0	0	0	3	
9:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	9:45	6	21:45	0	1	0	0	0	0	0	0	0	0	1	
10:00	0	3	0	0	2	0	0	0	0	0	0	0	0	5	10:00	5	22:00	0	2	0	0	0	0	0	0	0	0	2	
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	10:15	4	22:15	0	2	0	0	0	0	0	0	0	0	2	
10:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2	10:30	2	22:30	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10:45	3	22:45	0	2	0	0	0	0	0	0	0	0	2	
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	11:00	5	23:00	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	11:15	4	23:15	0	1	0	0	0	0	0	0	0	0	1	
11:30	0	0	0	0	2	1	0	0	0	0	0	0	0	3	11:30	3	23:30	0	1	0	0	0	0	0	0	0	0	1	
11:45	0	2	2	0	4	1	0	0	0	0	0	0	0	9	11:45	9	23:45	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	59	41	4	33	9	0	0	0	0	2	0	0	148	TOTAL	0	112	24	1	17	2	0	0	0	0	0	0	156	
AM PEAK HOUR															PM PEAK HOUR													29	
7:00 AM															12:00 PM													29	

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

AM Total + PM Total = Daily
148 + 156 = 304 Daily Trips



AERIAL IMAGE OF THE SIMILAR SITE

No Scale

TRIP GENERATION SUMMARY

TABLE 1. TRAFFIC COUNT & PCE CONVERSION

Vehicle Class		1	2	3	4	5	6	7	8	9	10	11	12	13	Total	%
PCE Convertor		1	1	1.5	1.5	1.5	2	3	2.5	3	3	3	3	3		
AM Peak Hour (7:00 - 8:00)																
In	Volume	0	7	6	0	3	0	0	0	0	0	0	0	0	16	53%
	PCE	0.0	7.0	9.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21	
Out	Volume	0	5	7	0	2	0	0	0	0	0	0	0	0	14	47%
	PCE	0.0	5.0	10.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19	
Total	Volume	0	12	13	0	5	0	0	0	0	0	0	0	0	30	
	PCE	0.0	12.0	19.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39	
PM Peak Hour (16:00 - 17:00)																
In	Volume	0	5	1	0	3	0	0	0	0	0	0	0	0	9	61%
	PCE	0.0	5.0	1.5	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11	
Out	Volume	0	4	0	0	2	0	0	0	0	0	0	0	0	6	39%
	PCE	0.0	4.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7	
Total	Volume	0	9	1	0	5	0	0	0	0	0	0	0	0	15	
	PCE	0.0	9.0	1.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18	
AVERAGE DAILY TRAFFIC (ADT)																
Daily	00:00-12:00	0	59	41	4	33	9	0	0	0	0	2	0	0	148	53%
	PCE	0.0	59.0	61.5	6.0	49.5	18.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	200	
	12:00-24:00	0	112	24	1	17	2	0	0	0	0	0	0	0	156	47%
	PCE	0.0	112.0	36.0	1.5	25.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	179	
Total Daily PCE															379	

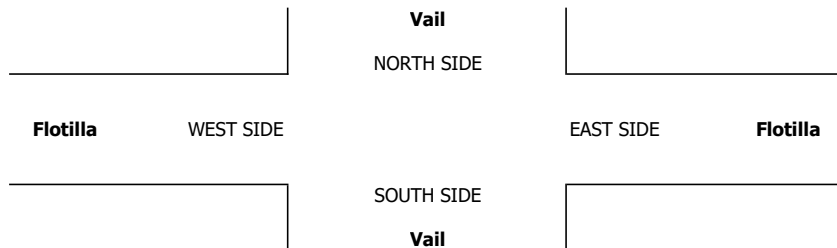
APPENDIX B
TURNING MOVEMENT COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Feb 2, 22	LOCATION: NORTH & SOUTH: EAST & WEST:	Montebello Vail Flotilla	PROJECT #: LOCATION #: CONTROL:	SC 1 SIGNAL
NOTES: Queue NB PM			AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Vail			Vail			Flotilla			Flotilla			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	1	0	0	1	0	
AM	7:00 AM	14	35	0	0	41	12	9	1	15	0	1	129
	7:15 AM	21	44	2	1	46	16	5	1	22	0	0	159
	7:30 AM	24	48	0	0	64	28	10	1	18	1	0	195
	7:45 AM	19	64	1	1	81	23	23	0	26	0	0	238
	8:00 AM	8	37	0	2	74	24	7	0	19	0	0	171
	8:15 AM	19	36	4	3	59	20	8	4	22	0	0	175
	8:30 AM	19	36	4	1	49	8	8	2	16	0	0	144
	8:45 AM	9	33	2	1	53	15	7	0	18	1	0	139
	VOLUMES	133	333	13	9	467	146	77	9	156	2	1	1,350
	APPROACH %	28%	70%	3%	1%	75%	23%	32%	4%	64%	29%	14%	57%
PM	APP/DEPART	479	/	414	622	/	625	242	/	31	7	/	280
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	70	185	5	6	278	95	48	5	85	1	0	779
	APPROACH %	27%	71%	2%	2%	73%	25%	35%	4%	62%	50%	0%	50%
	PEAK HR FACTOR	0.774			0.902			0.704			0.250		
	APP/DEPART	260	/	234	379	/	364	138	/	16	2	/	165
	4:00 PM	26	70	1	1	65	12	34	1	38	0	2	252
	4:15 PM	12	61	0	1	56	10	28	0	32	1	0	202
	4:30 PM	12	84	2	3	58	11	34	1	52	1	0	258
	4:45 PM	29	69	0	3	55	17	14	1	65	0	0	253
	5:00 PM	34	120	2	0	62	7	54	0	44	1	0	325
	5:15 PM	13	65	0	1	76	4	29	1	43	1	1	236
	5:30 PM	13	69	0	0	66	6	30	0	29	0	0	214
	5:45 PM	14	75	2	3	64	7	20	1	39	0	0	226
	VOLUMES	153	613	7	12	502	74	243	5	342	4	3	1,966
	APPROACH %	20%	79%	1%	2%	85%	13%	41%	1%	58%	27%	20%	53%
	APP/DEPART	773	/	864	588	/	849	590	/	24	15	/	229
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	88	338	4	7	251	39	131	3	204	3	1	1,072
	APPROACH %	20%	79%	1%	2%	85%	13%	39%	1%	60%	43%	14%	43%
	PEAK HR FACTOR	0.689			0.917			0.862			0.438		
	APP/DEPART	430	/	472	297	/	459	338	/	14	7	/	127



APPENDIX C
LEVEL OF SERVICE ANALYSIS

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **1**

Project: **Chevron Compressed Natural Gas (CNG) Fueling Facility**

North/South St: **S. Vail Avenue**

East/West St: **Flotilla Street**

Date: **2/16/22**

By: **ET**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1600	70	70	0.044	0.044	88	88	0.055	0.055
Northbound :Thru	1.0	1600	185	190	0.119		338	342	0.214	
Northbound Right:		1700	5				4			
Southbound :Left	1.0	1600	6	6	0.004		7	7	0.004	
Southbound :Thru	1.0	1600	278	373	0.233	0.233	251	290	0.181	0.181
Southbound Right:		1700	95				39			
Eastbound :Left	1.0	1600	48	48	0.030		131	131	0.082	
Eastbound :Thru	1.0	1600	5	90	0.056	0.056	3	207	0.129	0.129
Eastbound Right:		1700	85				204			
Westbound :Left		1600	1				3			
Westbound :Thru	1.0	1600		1	0.001		1	4	0.003	
Westbound Right:		1700	1				3			
Sum of Critical V/C Ratios						0.333	0.365			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.383	0.415			
Level of Service (LOS)						A	A			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth**

Intersection # **1**

Project: **Chevron Compressed Natural Gas (CNG) Fueling Facility**

North/South St: **S. Vail Avenue**

East/West St: **Flotilla Street**

Date: **2/16/22**

By: **ET**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1600	71	71	0.044	0.044	89	89	0.056	0.056
Northbound :Thru	1.0	1600	187	192	0.120		341	345	0.216	
Northbound Right:		1700	5				4			
Southbound :Left	1.0	1600	6	6	0.004		7	7	0.004	
Southbound :Thru	1.0	1600	281	377	0.236	0.236	254	293	0.183	0.183
Southbound Right:		1700	96				39			
Eastbound :Left	1.0	1600	48	48	0.030		132	132	0.083	
Eastbound :Thru	1.0	1600	5	91	0.057	0.057	3	209	0.131	0.131
Eastbound Right:		1700	86				206			
Westbound :Left		1600	1				3			
Westbound :Thru	1.0	1600		1	0.001		1	4	0.003	
Westbound Right:		1700	1				3			
Sum of Critical V/C Ratios						0.337	0.370			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.387	0.420			
Level of Service (LOS)						A	A			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Project**

Intersection # **1**

Project: **Chevron Compressed Natural Gas (CNG) Fueling Facility**

North/South St: **S. Vail Avenue**

East/West St: **Flotilla Street**

Date: **2/16/22**

By: **ET**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1600	71	71	0.044	0.044	89	89	0.056	0.056
Northbound :Thru	1.0	1600	192	197	0.123		343	347	0.217	
Northbound Right:		1700	5				4			
Southbound :Left	1.0	1600	6	6	0.004		7	7	0.004	
Southbound :Thru	1.0	1600	281	377	0.236	0.236	254	293	0.183	0.183
Southbound Right:		1700	96				39			
Eastbound :Left	1.0	1600	51	51	0.032		134	134	0.084	
Eastbound :Thru	1.0	1600	19	105	0.066	0.066	8	214	0.134	0.134
Eastbound Right:		1700	86				206			
Westbound :Left		1600	1				3			
Westbound :Thru	1.0	1600		1	0.001		1	4	0.003	
Westbound Right:		1700	1				3			
Sum of Critical V/C Ratios						0.346	0.373			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.396	0.423			
Level of Service (LOS)						A	A			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

APPENDIX D

LEFT TURN QUEUE ANALYSIS

Queues

1: S. Vail Ave & Flotilla St

03/01/2022



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	114	2	77	214	7	409
v/c Ratio	0.30	0.39	0.01	0.10	0.15	0.01	0.30
Control Delay	26.1	11.8	0.0	3.5	3.2	3.0	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	11.8	0.0	3.5	3.2	3.0	3.6
Queue Length 50th (ft)	17	6	0	6	17	1	34
Queue Length 95th (ft)	43	42	0	19	41	4	76
Internal Link Dist (ft)		1285	22		1327		809
Turn Bay Length (ft)	90			100		80	
Base Capacity (vph)	542	686	574	741	1418	888	1379
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.17	0.00	0.10	0.15	0.01	0.30
Intersection Summary							

Queues

1: S. Vail Ave & Flotilla St

03/01/2022



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	146	233	7	97	377	8	318
v/c Ratio	0.41	0.41	0.02	0.16	0.35	0.01	0.30
Control Delay	14.6	4.6	8.0	7.3	7.8	6.4	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	4.6	8.0	7.3	7.8	6.4	7.0
Queue Length 50th (ft)	24	1	1	9	39	1	29
Queue Length 95th (ft)	55	32	6	35	112	6	89
Internal Link Dist (ft)		1285	22		1327		809
Turn Bay Length (ft)	90			100		80	
Base Capacity (vph)	674	882	714	618	1086	582	1075
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.26	0.01	0.16	0.35	0.01	0.30
Intersection Summary							

Notice of CEQA Exemption

To:

County of Los Angeles
Registrar-Recorder/County Clerk
12400 Imperial Highway
Norwalk, CA 90650

From:

City of Montebello
Planning & Community Development Department
1600 W. Beverly Blvd.
Montebello, CA 90640

Lead Agency: City of Montebello Planning and Community Development Department

Project Title: Chevron Compressed Natural Gas (CNG) Service Station

Project Location: 601 S. Vail Avenue

Case Number(s): PC-2021-0011-CUP & ENV No. 115-21-CE

Description of Nature, Purpose, and Beneficiaries of Project: The project involves the construction of a CNG Fueling Station at an already existing Chevron Fuel Farm. The proposed service station will add an equipment enclosure, above ground mounted CNG storage and compression equipment, along with other electrical controls and equipment needed for the CNG fueling. The fueling canopy for the CNG fueling station will have three fueling stations and all of the components of the proposed station will be separated out from the existing terminal operations by security fencing.

Name of the Public Agency Approving the Project: City of Montebello

Name of Person or Agency Carrying Out the Project: Ben Steckler/Fiedler Group on behalf of Chevron U.S.A., Inc.

Exempt Status (*check one*)

☐ Ministerial (Sec. 21080(b)(1); 15268(b)(3))

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☒ Categorical Exemption. State type and section number: Class 3- CEQA Guidelines Section 15303 (New Construction or Conversion of Small Structures)

☐ Statutory Exemptions. State code number:

Justification for Project Exemption:

The Project is Categorically Exempt per §15303 - Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines and none of the exceptions under § 15300.2 apply. CEQA Guidelines §15303 exempts the construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures. The proposed project consists of the installation of a small new structure, specifically the installation of a 1,589 square foot fueling canopy, and the installation of small new equipment for the fueling canopy to establish an alternative refueling station at an existing Chevron Terminal facility. Additionally, the project does not involve the use of significant amounts of hazardous substances and all necessary public services and facilities are available.

Lead Agency Contact Person: Joseph Palombi, Director of Planning & Community Development

Area Code/Telephone/Extension: (323) 887-1478

If filed by applicant, attach certified document issued by the Planning and Community Development Department stating that the Department has found the project to be exempt.

Signature: _____ **Date:** _____ **Title:** _____

☒ Signed by Lead Agency

☐ Signed by Applicant



NOTICE OF PUBLIC HEARING CITY OF MONTEBELLO PLANNING COMMISSION

Conditional Use Permit Categorical Exemption (Section §15303 – Class 3 “New Construction or Conversion of Small Structures”)

Location: 601 South Vail Avenue, Montebello, CA 90640

Case No.: PC-2021-0011-CUP/ENV No. 116-21-CE

Applicant: Chevron, U.S.A., Inc.

Project Description: Ben Steckler/Fiedler Group submitted a request on behalf of the Applicant to allow the construction of a Compressed Natural Gas (CNG) fueling station. The Applicant seeks approval of the proposed Conditional Use Permit for the proposed CNG fueling station to be located at 601 South Vail Avenue.

Zone: M-2 Zone, Heavy Manufacturing

General Plan Designation: Industrial

Environmental: Pursuant to the provisions of the California Environmental Quality Act (CEQA), Section 15303, the project is considered a Class 3 (New Construction or Conversion of Small Structures) categorical exemption. Class 3 consists of the construction and location of limited numbers of new, small facilities or structures and the installation of small new equipment and facilities in small structures. The proposed project consists of the installation of a small new structure, specifically the installation of a 1,589 square foot fueling canopy, and the installation of small new equipment for the fueling canopy to establish an alternative refueling station at an existing Chevron Terminal facility.

NOTICE IS HEREBY GIVEN that the City of Montebello (“City”) Planning Commission (“Planning Commission”) will hold a public hearing to consider the Conditional Use Permit application described above. The meeting is scheduled on:

Date: Tuesday, May 3, 2022

Time: 6:30 p.m.

Place: Montebello City Hall Council Chambers
1600 West Beverly Boulevard, Montebello, CA, 90640

Members of the public may participate in a live audio broadcast of the Planning Commission meeting via a designated telephonic dial-in line. Dial-in details for the Planning Commission meeting will be contained in the meeting agenda, posted to the City webpage. The meeting agenda can be found at the following link:

<https://www.cityofmontebello.com/planning-commission-meeting.html>

All interested persons have the right to participate pursuant to Assembly Bill 361. For those interested in making public comments, you may address the Planning Commission by calling into the Planning and Community Development Department office at (323) 887-1200 Ext. 493 until the day of the meeting prior to the start of each Public Comments period, Tuesday, May 3, 2022. Staff will complete the speaker cards for telephonic comments and the public will be called in the order received during the Public Hearing, concluding telephone comments. The exact call back time is not predictable due to the nature of the Planning Commission agenda, and as a result you must be available to receive a live call until the end of the hearing on this matter. Regular Session begins at 6:30 p.m. In addition, the City has created an email address pcpubliccomment@cityofmontebello.com where the public can submit written public comments up until the day of the meeting, **Tuesday, May 3, 2022 between 7:30 a.m. – 6:30 p.m.** These comments will be read out loud and submitted for the record. The email address for Planning Commission meetings can be located on the City’s webpage under <https://www.cityofmontebello.com/planning-commission-meeting.html>.

Written comments may also be mailed or delivered to the Planning Commission at the Planning Division office address identified below on or before the meeting date. If you challenge the matter in court, you may be limited to raising those issues you or someone else raised at the public hearing, or in written correspondence delivered to the City of Montebello at, or prior to, the public hearing.

For more information about the project and the related environmental documentation please contact:

Contact Person: Daniel Ruiz, Assistant Planner

Phone: 323.887.1200 Ext. 484 / **Email:** druiz2@cityofmontebello.com

Address: City of Montebello, City Hall, Planning Division, 1600 W. Beverly Blvd, Montebello, CA 90640

City Website: www.cityofmontebello.com

Date of Publication: April 21, 2022