



City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE PLANNING COMMISSION

May 11, 2015

6:00 p.m.

**Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670**

**Susie Johnston, Chairperson
Michael Madrigal, Vice Chairperson
Ken Arnold, Commissioner
Frank Ybarra, Commissioner
Joe Angel Zamora, Commissioner**

Public Comment: The public is encouraged to address the Commission on any matter listed on the agenda or on any other matter within its jurisdiction. If you wish to address the Commission, please complete the card that is provided at the rear entrance to the Council Chambers and hand the card to the Secretary or a member of staff. The Commission will hear public comment on items listed on the agenda during discussion of the matter and prior to a vote. The Commission will hear public comment on matters not listed on the agenda during the Oral Communications period.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda or unless certain emergency or special circumstances exist. The Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Commission meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Please Note: Staff reports are available for inspection in the Planning & Development Department, City Hall, 11710 E. Telegraph Road, during regular business hours 7:30 a.m. – 5:30 p.m., Monday – Friday (closed every other Friday) Telephone (562) 868-0511.

1. CALL TO ORDER**2. PLEDGE OF ALLEGIANCE****3. ROLL CALL**

Commissioners Arnold, Johnston, Madrigal, Ybarra, and Zamora.

4. ORAL COMMUNICATIONS

This is the time for public comment on any matter that is not on today's agenda. Anyone wishing to speak on an agenda item is asked to please comment at the time the item is considered by the Planning Commission.

5. PUBLIC HEARING**Conditional Use Permit (CUP) Case No. 748-2**

A request to amend the existing Conditional Use Permit (CUP 748) to allow applicant the flexibility to individually develop/use the six (6) satellite parking sites, based on growth demand, rather than limit themselves to the four (4) original parking plans previously developed for the six (6) satellite parking sites and also to clarify/modify existing conditions of approval to be more specific to the development/use of each individual satellite parking location for properties located at 11720 Greenstone Ave (APN: 8026-018-015), 12017 Greenstone Ave (APN: 8026-020-080), 11801 – 11829 Shoemaker Ave (APNs: 8026-020-038, 024, 022, 048, and 049), 11735, 11741 & 11813 Shoemaker Ave (APNs: 8026-020-081, 009, and 037), in the M-1 (Heavy Manufacturing) and M-2 (Heavy Manufacturing) Zones. (Pancal 11525 Shoemaker LLC - for FedEx Ground Package System, Inc.)

6. PUBLIC HEARING**Conditional Use Permit Case No. 764**

A request by T-Mobile for ex-post facto approval to add three new additional antennas for a total of nine (9) antennas, three new RRUs (Remote Radio Units), and an upgrade to the DC power for an existing unmanned wireless telecommunication facility located on a ±142'-0" high Southern California Edison transmission tower located at 11213 Telegraph Road Drive (APN 8006-032-800), (north of Telegraph Road between the San Gabriel River and the Telegraph Road off-ramp from the San Gabriel 605 (South) Freeway), in the A-1, Light Agricultural, Zone. (T-Mobile)

7. PUBLIC HEARING**Development Plan Approval Case No. 893**

A request for approval to allow the construction of an approximately 185,000 sq. ft. concrete tilt-up building and related improvements, on an approximately 9.68-acre site, located at 13341 Cambridge Street (APN: 8059-001-018), within the M-2, Heavy Manufacturing, Zone. (Cambridge Springs, LLC)

8. NEW BUSINESS**Modification Permit Case No. 1251**

Request for a Modification of Property Development Standards to not provide required parking stalls related to a proposed 5,800 sq. ft. office mezzanine at 14820 Mica Street (APN: 8069-014-009), within the M-2-FOZ, Heavy Manufacturing – Freeway Overlay, Zone and the M-2, Heavy Manufacturing, Zone. (Golden Springs Development Company)

9. CONSENT ITEMS

Consent Agenda items are considered routine matters which may be enacted by one motion and roll call vote. Any item may be removed from the Consent Agenda and considered separately by the Planning Commission.

A. CONSENT ITEM**CONDITIONAL USE PERMIT CASE NO. 594-9**

A compliance review of a cement batch facility located at 13651 Rosecrans Avenue (APN: 8059-029-010), in the M-2, Heavy Manufacturing, Zone within the Consolidated Redevelopment Project Area. (Bender Ready Mix)

10. ANNOUNCEMENTS

- ♦ Commissioners
- ♦ Staff

11. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda has been posted at the following locations; 1) City Hall, 11710 Telegraph Road; 2) City Library, 11700 Telegraph Road; and 3) Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.

Teresa Cavallo

Commission Secretary

May 7, 2015

Date



PUBLIC HEARING

Conditional Use Permit Case No. 748-2

A request to amend the existing Conditional Use Permit (CUP 748) to allow applicant the flexibility to individually develop/use the six (6) satellite parking sites, based on growth demand, rather than limit themselves to the four (4) original parking plans previously developed for the six (6) satellite parking sites and also to clarify/modify existing conditions of approval to be more specific to the development/use of each individual satellite parking location for properties located at 11720 Greenstone Ave (APN: 8026-018-015), 12017 Greenstone Ave (APN: 8026-020-080), 11801 – 11829 Shoemaker Ave (APNs: 8026-020-038, 024, 022, 048, and 049), 11735, 11741 & 11813 Shoemaker Ave (APNs: 8026-020-081, 009, and 037), in the M-1 (Heavy Manufacturing) and M-2 (Heavy Manufacturing) Zones. (Pancal 11525 Shoemaker LLC - for FedEx Ground Package System, Inc.)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Amendment to Conditional Use Permit Case No. 748, and thereafter close the Public Hearing.
2. Find that the applicant's amendment request meets the criteria set forth in §155.716 of the Zoning Regulations, for the granting of Conditional Use Permit.
3. Find that the proposed CUP amendment is within the scope of the Initial Study/Mitigated Negative Declaration, which was previously prepared for the establishment, operation and maintenance of a new parcel delivery service / ground distribution facility; therefore, additional environmental analysis is not necessary to meet the requirements of the California Environmental Quality Act (CEQA).
4. Approve CUP No. 748-2, subject to the conditions of approval as stated within the staff report.

BACKGROUND

A new FedEx Facility is located on an approximately 15-acre site located at 11688 Greenstone Avenue (APN 8026-018-022). The site is currently developed with an approximately 328,378 sq. ft. industrial concrete tilt-up building that was completed in August of 2013.

On August 11, 2014, the Planning Commission approved Conditional Use Permit (CUP) Case No. 748 to allow the establishment, operation and maintenance of a new parcel delivery service/ground distribution facility use at 11688 Greenstone Avenue. The distribution facility will be operated by FedEx who will be consolidating their operations from two nearby locations in Whittier and Pomona.

Since FedEx signed a long-term lease, they understandably needed some assurance that the site will be able to accommodate their anticipated growth throughout the term of the lease. Therefore, subsequent to the approval of CUP 748, the applicant had requested approval of a CUP amendment (748-1) to allow six potential satellite parking locations (totaling approximately 6.91-acres) for future parking.

The six potential satellite parking areas are described below:

- 11720 Greenstone Avenue (2.38-acres)
- 11735 Greenstone Avenue (.26-acres)
- 11741 Greenstone Avenue (.26-acres)
- 11801-11829 Shoemaker Avenue (1.19-acres)
- 11813 Greenstone Avenue (.90-acres)
- 12017 Greenstone Avenue (1.93-acres)

The CUP amendment, along with a Modification Permit (MOD 1248) since one of the proposed parking location was located more than 400 feet from the primary site, was approved by the Planning Commission on September 22, 2014.

AMENDMENT REQUEST - Proposed Satellite Parking

As you may recall, the proposed satellite parking that was approved in September of 2014 had been presented with four possible parking plans. At the time, based on their progress towards the leasing and/or acquisition of the various satellite parking sites, the applicant believed that they had covered all potential outcomes within the four parking plans that they had presented. Although FedEx still intends to eventually occupy all six satellite parking sites, they are seeking an amendment of the existing CUP to allow more flexibility to develop/use the six sites based on growth demand, rather than limit themselves to the four parking plans they had originally presented. In addition to the added flexibility, the applicant is asking that existing conditions of approval be re-evaluated (and modified where needed), so they are more specific to the development/use of each individual satellite parking location.

It should be noted that for ease of reference, the six satellite parking sites are described as Area B, C, D, and F on the recent plans (see provided attachments).

ENVIRONMENTAL DOCUMENTS

Staff finds the proposed CUP amendment (CUP 748-2) relating to the satellite parking areas is within the scope of the Initial Study/Mitigated Negative Declaration (IS/MND) which was previously prepared for the establishment, operation and maintenance of a new parcel delivery service / ground distribution facility. Activities associated with the parcel delivery service / ground distribution facility use will remain unchanged. The area designated for the sorting, loading and unloading of packages will not change. All activities will still take place inside the existing 328,378 sq. ft. building located on the primary site at 11688 Greenstone Avenue.

The satellite parking is simply a proactive solution to help ensure there will be sufficient parking to accommodate FedEx well into the future rather than wait until issues with parking arise. A previous CUP amendment (CUP 748-1) had already been granted for the satellite parking areas. The subject CUP amendment (CUP 748-2) is simply providing the applicant with more flexibility to individually develop/use the six (6) satellite parking sites, based on growth demand, rather than limit themselves to the four (4) original parking plans. The subject CUP amendment will also clarify/modify existing conditions of approval so that they are more specific to the development/use of each individual satellite parking location.

Staff, therefore, finds that the proposed CUP amendment (CUP 748-2) is within the scope of the previously prepared and adopted IS/MND; consequently, no new mitigation measures or further environmental documents would be required.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the conditional use permit was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on May 1, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on May 1, 2015, and published in a newspaper of general circulation (Whittier Daily News) on May 1, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

COMMISSION'S CONSIDERATIONS

Conditional Use Permit

The Commission should note that in accordance with Section 155.716 of the City's Zoning Regulations, before granting a Conditional Use Permit, the Commission shall:

- 1) Satisfy itself that the proposed use will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general; and
- 2) Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.

Staff believes that the applicant's request meets the criteria required by Section 155.716 of the City's Zoning Regulations for the granting of a Conditional Use Permit.

The reasons for the findings are as follows:

1. **That the satellite parking areas will not be detrimental to persons or property in the immediate vicinity, nor the welfare of the community for the following reasons:**
 - Activities associated with the parcel delivery service/ground distribution facility use will remain unchanged;
 - The area designated for the sorting, loading and unloading of packages will not change;
 - Most of the activities will still take place inside the existing 328,378 sq. ft. building located on the primary site;
 - The proposed satellite parking is a proactive solution to help ensure there will be sufficient parking to accommodate FedEx well into the future rather than wait until issues with parking arise; and
 - If conducted in strict compliance with proposed conditions of approval, staff finds that the proposed satellite parking sites will be harmonious with adjoining properties and surrounding uses in the area and thus will not be detrimental to persons or property in the immediate vicinity.
2. **That the satellite parking areas has been designed to preserve the general appearance and welfare of the community for the following reasons:**
 - As part of the project, the applicant will:
 - Obtain prior approval from the Director of Planning prior to repaving, resurfacing or otherwise striping the satellite parking areas.

- Repave or otherwise re-surface all satellite parking areas prior to parking vehicles on-site.
 - Provide sidewalk, setback and landscape for the adjacent satellite parking sites with frontage along Greenstone Avenue and Shoemaker Avenue (with the exception of the Dan Copp at 12017 Greenstone Avenue which will be setback more than 400 from the Greenstone). Said improvements shall be consistent with what is currently provided on the primary site.
 - Pave the entire private access road (alley) prior to occupying parking area C or D immediately south of the alley. Concurrently, the applicant would also re-locate existing poles along the private access road to allow two way traffic with a minimum width of 24'-0".
- For the reason mentioned, staff finds that the proposed satellite parking sites have been designed to preserve the general appearance and welfare of the community.

STAFF CONSIDERATIONS

For the reasons mentioned, staff is recommending that the Planning Commission approve the request to Amend Conditional Use Permit Case No. 748, subject to the conditions of approval as stated within the staff report.

CONDITIONS OF APPROVAL:

NOTE: Changes to existing conditions are provided as a strike-through and/or red.

ENGINEERING / PUBLIC WORKS DEPARTMENT: **(Contact: Robert Garcia 562-868-0511 x7545)**

STREETS

1. That the owner shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along Greenstone Avenue and Shoemaker Avenue street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.
2. That adequate "on-site" parking, **which may include one or more satellite parking areas as identified in CUP Case No. 748-2**, shall be provided per City requirements, and all streets abutting the development shall be posted "No

Stopping Any Time.” The City will install the offsite signs and the owner shall pay the actual cost of sign installation.

3. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.

CITY UTILITIES

4. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications on Greenstone Avenue and Shoemaker Avenue. Storm drain plans shall be approved by the City Engineer.
5. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site shall be installed to the City Standard. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.
6. That the owner/developer shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
7. That the landscape irrigation system shall be connected to reclaimed water, if available, on Greenstone Avenue and Shoemaker Avenue. Separate meter(s) shall be installed to accommodate connection or future connection of irrigation systems to the reclaimed water line.
8. The owner/developer shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

PARCEL MAPS

9. A reciprocal access easement Agreement covering each parcel of the subject properties shall be prepared, executed and recorded in the Office of the Los Angeles County Recorder **only for satellite parking areas which share access**. Such Agreement and any CC&R's shall be subject to the approval of the City Attorney.

MISCELLANEOUS

10. That a grading plan shall be submitted for drainage approval to the City Engineer. The owner shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.

11. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.
12. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit Mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.
13. That the owner/developer shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3716)

14. That fire lanes and fire access shall be provided and maintained at all times. In the alley / access road between Greenstone and Shoemaker, the power poles shall be relocated to cause at least a 24' wide access lane, **if Area C (11801-11829 Shoemaker Avenue) or Area D (11813, 11741 and 11735 Shoemaker Avenue) parking areas, or any parts thereof, are utilized.**
15. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.
16. That prior to submitting plans to the Building Department, a preliminary site plan shall be approved by the Fire Department for required access roadways. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.

DEPARTMENT OF FIRE-RESCUE – ENVIRONMENTAL DIVISION:
(Contact: Tom Hall 562.868-0511 x3715)

17. That the owner/developer shall comply with all Federal, State and local requirements and regulations included, but not limited to, the Santa Fe Springs City Municipal Code, California Fire Code, Certified Unified Program Agency (CUPA) programs, the Air Quality Management District's Rules and Regulations and all other applicable codes and regulations.

18. A hazardous waste determination must be made for any leaking containers of hazardous material discovered at this location. If the material is determined to be a hazardous waste, the owner/operator must comply with all hazardous waste generator requirements, including transportation by registered hazardous waste haulers. Transporting hazardous waste to a central hub for processing and disposal is prohibited.

POLICE SERVICES DEPARTMENT:

(Contact: Luis Collazo 562.868-0511 x3320)

19. That the applicant shall submit, and obtain approval of, a lighting (photometric) and security plan for the each off-site parking lot in association with FED-EX. ~~The said~~ **These** plans shall be submitted to the Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the subject property. In addition, all exterior lighting shall be designed and installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or a public nuisance. The photometric and security plans shall be submitted to the Director of Police Services ~~no later than sixty (60) day from the date of approval by the Planning Commission~~ **concurrent with the processing of the improvement plans for each off-site parking lot.**
20. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department as part of their Business License Process. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief no later than 60 days from the date of approval of this Permit by the City Council. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.
21. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
22. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the

property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.

23. That pedestrian accesses shall be provided within the proposed parking areas associated with FED-EX. A site plan shall be submitted to the Department of Police Services showing the paths and access ways. Pedestrian access ways shall be well lit with lighting at a minimum of 1-foot candle power. **Pedestrian access ways for the off-site lots shall be indicated on the improvement plans for each individual lot.**
24. That the Applicant shall provide security fencing along the perimeter of the parking lots to prevent unauthorized access into the parking areas **as determined/required by the Director of Planning or authorized designee.** The type of fencing (tube steel or chain link) shall be reviewed and approved by the Director of Planning.
25. That the parking areas shall be posted with signs notifying that the parking areas are restricted to employees only and that all others will be towed at the owner's expense.
26. That the parking areas shall be posted with signs notifying that unauthorized individuals will be charged with trespassing.
27. That the Applicant shall not install razor or barbed wire on the any part of the walls, fences or other structures.
28. That signs shall be posted along the "Access Road" showing the speed limit and "No Stopping Anytime".
29. That all traffic signs shall be treated with reflective material for night view.
30. That the Lot described as 12017 Greenstone Avenue shall be used exclusively for the parking and storage of unhitched trailers, and in an effort to deter pedestrian traffic from the site, truck drivers may unhitch their respective trailers on the site, but shall be prohibited from parking their truck on the site.

In addition, passenger vehicles shall also be prohibited from parking on the site at all times.

WASTE MANAGEMENT:

(Contact: Teresa Cavallo 562.868.0511 x7309)

31. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.
32. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.

PLANNING AND DEVELOPMENT DEPARTMENT:

(Contact: Cuong Nguyen 562.868-0511 x7359)

33. That the applicant understands that **the conditions of approval for CUP 748-2 shall replace the conditions for CUP 748-1, however, all other applicable conditions described in the original CUP (approval letter dated August 12, 2014) shall remain affective. Should there be a conflict between the conditions of approval for CUP 748-2 and the conditions within the original CUP (approval letter dated August 12, 2014), the conditions for CUP 748-2 shall control and govern over the original CUP conditions.**
34. This approval allows the applicant, FedEx Ground Package Systems, Inc., to establish, operate and maintain a distribution facility use at 11688 Greenstone Avenue (APN 8026-018-030), with potential satellite parking on properties located at:
 - 11720 Greenstone Avenue (APN: 8026-018-015) – **also referred to as Lot 1 or Area B;**
 - 11801–11829 Shoemaker Avenue (APN 8026-020-038,024,022,048 & 049) – **also referred to as Lot 2 or Area C;**
 - 11813 Shoemaker Avenue (APN: 8026-020-037) – **also referred to as Lot 3 or Area D;**
 - 11741 Shoemaker Avenue (APN: 8026-020-009) – **also referred to as Lot 4 or Area D;**
 - 11735 Shoemaker Avenue (APN: 8026-020-081) – **also referred to as Lot 5 or Area D;** and
 - 12017 Greenstone Avenue (APN: 8026-020-080) – **also referred to as Lot 6 or Area F;**

35. That the applicant understands that the use of property located at 12017 Greenstone Avenue (APN: 8026-020-080), because it is located more than 400 feet from the distribution facility at 11688 Greenstone Avenue, is subject to prior approval of Modification Permit Case No. 1248 from the City's Planning Commission.
36. That the applicant understands that all employees and contractors parking will be limited to the project site and associated satellite parking sites identified in condition ~~#33~~34. Use of satellite parking sites can be developed individually, or in conjunction with each other, depending on the existing demand. ~~This requirement also applies to the number of employees and contractors that will be required at peak operational periods (i.e. holiday).~~ Any changes to the satellite parking parcels (identified in condition #34) shall require prior approval from the City's Planning Commission.
37. That the proposed distribution facility use and satellite parking areas shall otherwise be substantially in accordance with the ~~proposed parking site plans~~ (Attachment A & B) submitted by the applicant and on file with the CUP 748-2 case.
38. That the applicant understands and agrees that the existing alley and all satellite parking areas B, C, and D shall be paved and striped to the satisfaction of the City of Santa Fe Springs. Improvements to the alley, however, is not triggered until Area C or D satellite parking areas are utilized. The applicant may utilize an alternative surface treatment (such as gravel) for Area F, provided the applicant obtain prior approval from the Director of Planning or designee for the design and materials used prior to installation. Additionally, lighting and utilities within Area F may be constructed above ground subject to prior approval from the Director of Planning or designee.
39. That the applicant understands and agrees that the sidewalk and parkway landscaping for adjacent satellite parking sites (excluding 12017 Greenstone Avenue) shall be consistent with what is currently provided at 11688 Greenstone Avenue (along both the Greenstone Avenue and Shoemaker Avenue frontages). Frontage improvements (along both the Greenstone Avenue and Shoemaker Avenue frontages) along each satellite parking site will be required concurrently with the development of each specific satellite parking area.
40. ~~That all new parking stalls shall be striped as shown on the proposed site plan prior to commencement of activities.~~ That the applicant understand that

~~cars and/or trucks shall not be parked or otherwise stored on the satellite parking areas until they have been improved and/or striped substantially in accordance with the site plans submitted by the applicant and on file with the CUP 748-2 case.~~ All truck and van stalls shall be further identified by having the words "truck stall" and "van stall" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign or on a map that is both provided to on-site personnel and also distributed to all drivers.

- ~~41. That truck, trailer, van, and automobile parking shall only be conducted within the designated area or stalls as shown on the proposed site plan submitted and on file with the case.~~
42. That no portion of the off-street parking and driveway areas shall be used for outdoor storage of any type or for special-event activities, unless prior written approval is obtained from the Planning Director, Director of Police Services, and the Fire Marshall.
43. That all vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. No on-street parking by employees or patrons is permitted on either Greenstone Avenue or Shoemaker Avenue and that violations to this rule may result in the restriction or revocation of privileges granted under this Permit.
44. That the applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Greenstone Avenue, use street as a staging area, or to back up onto the street from the subject property. In addition, any vehicles associated with the property shall not obstruct or impede any traffic. The applicant understands that violations to this rule may result in the restriction or revocation of privileges granted under this Permit.
45. That WB23 and STAA trucks shall only be parked in designated stalls that are large enough to accommodate the dimensions of such vehicles. Said vehicles shall not be parked in a manner whereby they will impact existing driveways, parking areas, or on-site circulation.
46. That the applicant understands that all proposed truck, trailer, and van storage areas shall be substantially screened from public view. Prior to occupancy, the applicant shall provide necessary plans to the Planning Department to demonstrate that said storage areas will be adequately screened.
47. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.

48. That the applicant shall provide 24-hour on-site security to continually monitor the subject property as well as all associated satellite parking areas.
49. That the applicant shall ensure that the site and all satellite parking areas are continually maintained free of trash, junk, debris, etc., and in an otherwise neat and orderly manner.
50. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.
51. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.
52. That CUP Case No. 748 shall be subject to review in two (2) years, on or before September 22, 2016, to verify continued compliance with the established conditions and also analyze the current parking demands to ensure adequate parking for employee and contractors, and related trucks, trailers and vans, still remains available. Regardless of the above date, the applicant understands that at any point that the city finds and determines that parking related to the parcel delivery use has become an issue, the applicant shall immediately begin working with the planning staff to mitigate the problem as expeditiously as possible. Solutions may include, but is not limited to, the following potential mitigation measures:
 - a. Adjust shift change times so that the parking demand during the peak periods (during shift changes) is lessened.
 - b. Provide carpool incentives for the employees.
 - c. Hold a local job fair must be held to facilitate the hiring of local residents as a means to reduce worker commutes and further reduce potential parking demand.
 - d. Purchase and provide bus passes for workers to promote the use public transit.
 - e. Initiate vanpool program as an alternative means for employees and contractors to commute to work.
 - f. Secure other additional satellite parking sites.
 - g. Reduction of workforce (employees and/or contractors).
53. That the applicant, FedEx Ground Package Systems, Inc., agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval

of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject CUP, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

54. That if there is evidence that any of the conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the use permit to the Planning Commission for review. Upon such review, if the Commission finds that any of the results above have occurred, the Commission may modify or revoke the subject use permit.
55. That it is hereby declare to be the intent that if any provision of this Approval is violated ~~or held to be invalid~~, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.



Wayne M. Morrell
Director of Planning

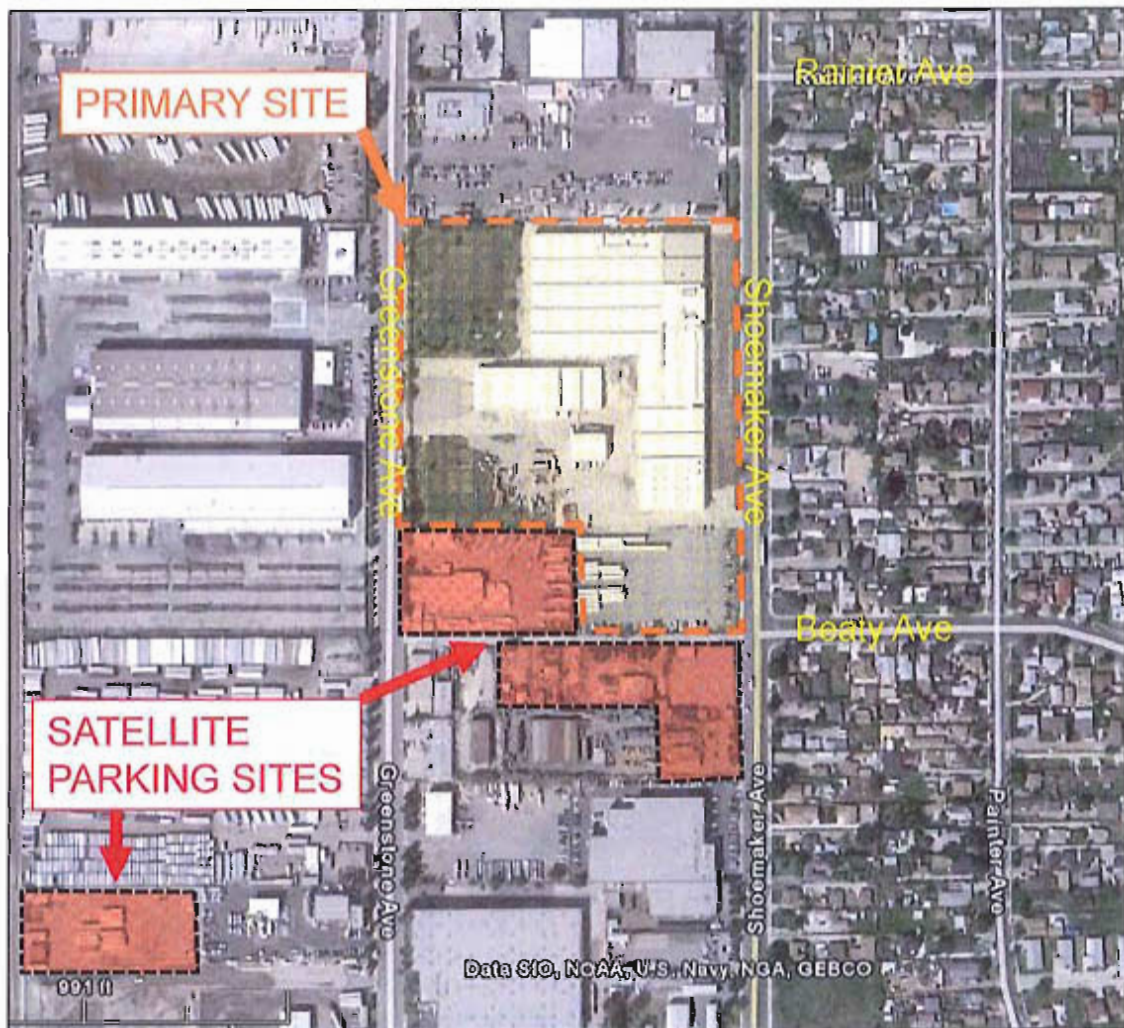
Attachments:

1. Aerial Photograph
2. Parking Plan
3. Alternative Parking Plan
4. CUP Application (amendment request)

AERIAL PHOTOGRAPH



CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH



NORTH

Conditional Use Permit Case No. 748-2

APPLICANT: FEDEX (Satellite Parking Sites)

[illegible]

[illegible]

CUP APPLICATION - AMENDMENT REQUEST



City of Santa Fe Springs

Application for

CONDITIONAL USE PERMIT (CUP)

RECEIVED

MAR 18 2015

Planning Dept.

Application is hereby made by the undersigned for a Conditional Use Permit on the property located at: (Provide street address or, if no address, give distance from nearest cross street): The sites are located at 11688 Greenstone Ave (APN 8026-018-030), 11801-11829 Shoemaker Ave (APNs 8026-020-038, 024, 022, 048 & 049), 11813 Shoemaker Ave (APN 8026-020-037), 11741 Shoemaker Ave (APN 8026-020-009), 11735 Shoemaker Ave (APN 8026-020-081), 11720 Greenstone Ave (APN 8026-018-015), 12017 Greenstone Ave (APN 8026-020-080).

Give the correct legal description of the property involved (include only the portion to be utilized for the Conditional Use Permit. If description is lengthy, attach supplemental sheet if necessary) Please refer to the attached legal description of the property.

Record Owner of the property: PANCAI 11525 Shoemaker LLC (APN 8026-018-030)
 Name: Jacob LeBlanc (local contact) Phone No: (949) 296-2943
 Mailing Address: 20411 SW Birch St., Suite 200, Newport Beach, CA 92660 Date of Purchase: _____
 Fax No: (949) 868-6180 E-mail: jleblanc@panattoni.com
 Is this application being filed by the Record Owner? Yes, and consent for satellite lots attached
 (If filed by anyone other than the Record Owner, written authorization signed by the Owner must be attached to the application.)

Representative authorized by the Record Owner to file this application:
 Name: Jennifer Harry Phone No: (619) 744-0147
 Mailing Address: 401 J Street, Ste. 600, San Diego, CA 92101
 Fax No: _____ E-mail: jennifer.harry@kimley-horn.com
 Describe any easements, covenants or deed restrictions controlling the use of the property: N/A

The Conditional Use Permit is requested for the following use (Describe in detail the nature of the proposed use, the building and other improvements proposed): Re-stripe the parking on the project site as considered by CUP 748; clarify that individual satellite parking locations may be developed individually; clarify combination or portion of satellite parking locations may be used; clarify/modify the Conditions of Approval related to the satellite parking locations; and consider alternative improvements for the 12017 Greenstone Ave satellite parking location.

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Conditional Use Permits."

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

CUP Application
Page 2 of 3

JUSTIFICATION STATEMENT

ANSWERS TO THE FOLLOWING QUESTIONS MUST BE CLEAR AND COMPLETE. THEY SHOULD JUSTIFY YOUR REQUEST FOR A CONDITIONAL USE PERMIT

1. Explain why the proposed use is essential or desirable in the location requested.
An amendment to previously approved CUP 748 and 748-1 is requested to allow for the following as outlined in the Project Description: re-stripe the parking on the project site as considered by CUP 748; clarify the individual satellite parking locations may be developed individually; clarify combination or portion of satellite parking locations may be used; clarify/modify the Conditions of Approval related to the satellite parking locations; and consider alternative improvements for the 12017 Greenstone Ave satellite parking location.
2. Explain why the proposed use will not be detrimental to persons and properties in the vicinity, nor to the welfare of the community in general.

The proposed use and location was previously approved and is documented in CUP 748 and 748-1. Please refer to the Letter of Intent and Environmental Checklist.

3. What steps will be taken to ensure that there will be no harmful noise, dust, odors or other undesirable features that might affect adjoining properties?

The proposed use was previously approved and is documented in CUP 748 and 748-1 and the associated environmental documents. Please refer to the Letter of Intent and Environmental Review Checklist for further review of impacts related to the clarifications proposed with the amendment.

4. Explain why the proposed use will not in the future become a hindrance to quality development or redevelopment of adjoining properties.

The proposed use was previously approved and is documented in CUP 748 and 748-1 and the associated environmental documents. Please refer to the Letter of Intent and Environmental Review Checklist for further review of impacts related to the clarifications proposed with the amendment.

5. Explain what measures will be taken to ensure that the proposed use will not impose traffic burdens or cause traffic hazards on adjoining streets.

The proposed use was previously approved and is documented in CUP 748 and 748-1 and the associated environmental documents. Please refer to the Letter of Intent and Environmental Review Checklist for further review of impacts related to the clarification proposed with the amendment.

6. If the operator of the requested conditional use will be someone other than the property owner, state name and address of the operator.

FedEx Ground will use the lots. Please refer to the Letter of Intent and Environmental Review Checklist.

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3679

Re: 11741 Shoemaker Ave., Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

RICHARD W. MOUREY is the owner of the above referenced property and has entered into a contract to sell the property to PDC LA/SD LLC, a Delaware limited liability company. This letter authorizes Panattoni Development Company, Inc. ("PDC") and its architect HPA, Inc., located at 18831 Bardoen Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Package System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following closing.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

RICHARD W. MOUREY

By:


Name: Richard W. Mourey

Address: 1247 ABBADAN ST L.V., NV 89142

Phone: 662.480-1514

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3670

Re: 11720 Greenstone Ave., Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

GREG GLEN is the owner of the above referenced property. This letter authorizes Penotoni Development Company, Inc. ("PDC") and its architect HPA, Inc., located at 18831 Barduen Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Packaging System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following possession of the property by FedEx.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

GREG GLEN

By: 

Name: Greg Glen

Address: 16610 Springdale Ave., Ed. ST. HELENA, CA 94374

Phone: 707-486-8544

PAGE 01

11/07/2014 10:10:22

07/20/2014 10:10:22

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3670

Re: 11735 Shoemaker Ave., Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

THE MAYFIELD FAMILY TRUST DATED 1988 is the owner of the above referenced property and has entered into a contract to sell the property to PDC LVS/LC, a Delaware limited liability company. This letter authorizes Panatieri Development Company, Inc. ("PDC") and its architect HPA, Inc., located at 28831 Danvers Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Package System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following closing.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

THE MAYFIELD FAMILY TRUST DATED 1988

By: 
Name: James Carl Mayfield IV
Its: Co-Trustee
By: 
Name: Carolyn Jean Mayfield
Its: Co-Trustee

Address: 2521 E. Ocean Blvd. Long Beach Ca. 90803

Phone: 562-439-9337

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3679

Re: L1801 - 11829 Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

EL DORADO LAND HOLDINGS LLC is the owner of the above referenced property. This letter authorizes Panatton Development Company, Inc. ("PDC") and its Architect HPA, Inc., located at 18831 Dardson Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Package System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following possession of the property by FedEx.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

EL DORADO LAND HOLDINGS LLC

By: 

Name: Allen G. Smith, CEO, LHO

Address: PO Box 6036 Houston, TX 77266

Phone: 281-482-0099

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3679

Re: 11813 Shawmilk Ave., Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

WEI CHEN, an individual is the owner of the above referenced property and has entered into a contract to sell the property to PDC LA/SD LLC, a Delaware limited liability company. This letter authorizes Panatieri Development Company, Inc. ("PDC") and its architect HPA, Inc., located at 18831 Gardean Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Package System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following closing.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

WEI CHEN,
an individual

By: 
Name: Wei Chen, an individual

Address: 2205 Fletcher Creek Dr. Memphis TN 38155

Phone: 901-452-0188

CUP APPLICATION - AMENDMENT REQUEST (Cont.)

Jul 25 14 08:57a

Ernest Copp

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July 24, 2014

Mr. Cuong Nguyen
Department of Planning and Development
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670-3679

Re: 12017 Greenstone Ave., Santa Fe Springs, CA 90670

Dear Mr. Nguyen,

COPP PAVING CO INC is the owner of the above referenced property. This letter authorizes Panattoni Development Company, Inc. ("PDC") and its architect HPA, Inc., located at 18831 Gardeon Avenue Suite 100, Irvine, California, 92612, to submit planning documentation in connection with an Application for a Conditional Use Permit on behalf of FedEx Ground Package System, Inc. ("FedEx") to the City of Santa Fe Springs in connection with the proposed re-development of the property following possession of the property by FedEx. Any Development or changes made to property at 12017 Greenstone Ave., Santa Fe Springs, CA 90670, will be limited to those required by the City, or as agreed to in FedEx lease with Greenstone Land Co. LLC and Copp Paving Co. Inc.

Please contact the undersigned if you have any questions regarding this matter.

Sincerely,

COPP PAVING CO INC

By: E. A. Copp Pres.

Name: ERNEST COPP

Address: 254 ELVALE OPULOWTO

Phone: 714-403-8033

DISTRIBUTION					
FUND	C/L	ACTIVITY	OBJECT	PROJECT	AMOUNT

City
of
Santa Fe Springs

Budgetary Accounting Worksheet

(DATE)

For the month ending March 31, 1952

(ADDRESS)

District No. 10 - District Office

(CITY AND STATE)

Department of Public Works

(DESCRIPTION)		
03-10-15 401 13517	MTC.	\$53.50
03-10-15 401 13512	CAL.	72.50
03-10-15 401 13512	MTC.	\$125.00

RECEIPT



PUBLIC HEARING

Conditional Use Permit Case No. 764

A request by T-Mobile for ex-post facto approval to add three new additional antennas for a total of nine (9) antennas, three new RRUs (Remote Radio Units), and an upgrade to the DC power for an existing unmanned wireless telecommunication facility located on a $\pm 142'-0"$ high Southern California Edison transmission tower located at 11213 Telegraph Road Drive (APN 8006-032-800), (north of Telegraph Road between the San Gabriel River and the Telegraph Road off-ramp from the San Gabriel 605 (South) Freeway), in the A-1, Light Agricultural, Zone. (T-Mobile)

RECOMMENDATION

Staff is recommending a continuance of Conditional Use Permit Case No. 764 to the next regularly held Planning Commission meeting on June 8, 2015.

BACKGROUND/DESCRIPTION OF PROPOSAL

In accordance with the requirements of Sections 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code, this matter was set for Public Hearing. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on May 1, 2015, and published in a newspaper of general circulation (Whittier Daily News) May 1, 2014, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

Staff is recommending a continuance of Conditional Use Permit Case No. 750 and to the next regularly held Planning Commission meeting on June 8, 2015 to allow staff additional time to confirm the conditions of approval and thereafter complete the staff report.

Since this case was set for public hearing, it is recommended that if any members of the public attend the meeting and wish to comment, the Planning Commission should open the public hearing and receive public comments and then take action to continue the project to the next meeting date.

A handwritten signature in blue ink that reads "Wayne M. Morrell".

Wayne M. Morrell
Director of Planning



PUBLIC HEARING

Development Plan Approval Case Nos. 893 and Environmental Documents

A request for approval to allow the construction of an approximately 185,060 sq. ft. concrete tilt-up building and related improvements, on an approximately 9.68-acre site, located at 13341 Cambridge Street (APN: 8059-001-018), within the M-2, Heavy Manufacturing, Zone. (Cambridge Springs, LLC)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Development Plan Approval Case Nos. 893, and thereafter close the Public Hearing; and
2. Find and determine that the proposed project will not be detrimental to persons or properties in the surrounding area or to the City in general, and will be in conformance with the overall purpose and objective of the Zoning Regulations and consistent with the goals, policies and program of the City's General Plan; and
3. Find that the applicant's request meets the criteria set forth in §155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and
4. Approve and adopt the proposed Mitigated Negative Declaration which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that Development Plan Approval Case No. 893 will have a significant adverse effect on the environment; and
5. Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the Cambridge Springs development (DPA 893); and
6. Approve Development Plan Approval Case Nos. 893, subject to the conditions of approval as contained within the staff report.

LOCATION/ BACKGROUND

The subject property is located at 13341 Cambridge Street. (APN: 8059-001-018), in the M-2 (Heavy Manufacturing) Zone and is generally located on the north side of Cambridge Street., just west of Carmenita Road. The property's northern boundary is adjacent to the Burlington Northern and Santa Fe Railroad. It is accessible from Cambridge Street. The site measures approximately 422,000 sq. ft. (+/- 9.68 acres) and is currently developed with an industrial manufacturing building of approx. 135,000 sq. ft. that was originally constructed in 1974.

The subject site has been utilized by various paper companies since 1978. The existing building was first occupied by Federal Envelope Company. It was later occupied by American Mail-Well Enveloped Company and Mail-Well Envelope, Inc. until 1999. The current occupant, Cenvo Corporation, has occupied the site since 2006. Unfortunately, Cenvo will be re-locating their business outside of the City and plan to vacate the premises by July 1, 2015.

Once Cenvo moves out, the applicant (Cambridge Springs, LLC) is proposing to demolish the existing building and develop a new approximately 185,060 sq. ft. concrete tilt-up industrial building in its place. The new development will be approx. 50,000 sq. ft. larger than the existing building. The proposed project will require approval of the following entitlement:

Development Plan Approval (DPA 893) - DPA 893: to allow the construction of an 185,060 sq. ft. concrete tilt up building and related improvements.

DEVELOPMENT PROPOSAL

Site Plan

The applicant is proposing to construct a new concrete tilt-up industrial warehouse building measuring 185,060 square feet. Parking for employees and patrons will be provided mainly along the perimeter of the property. The building will have a total of 34 loading docks: 21 docks along the south wall, 8 docks along the west wall, and 5 docks along the east wall. The building will also be setback substantially: 71 feet from the front property line along Cambridge Street, 32 feet from the rear property line, 46 feet from the west property line, and approximately 280 feet from the east property line along Carmenita Road.

As proposed, the site plan will meet the minimum development standards required for properties within the M-2, heavy manufacturing zone. No modification permits or zone variances are required for the proposed development.

Floor Plan

The floor plan indicates that the proposed new building will have a building area of approximately 185,060 sq. ft. According to the floor plan, the building will be divided into two areas: approximately 5,000 sq. ft. designated as potential office area with the remaining 180,060 sq. ft. designated as warehouse space.

Elevations

The elevations indicate that the proposed building will be roughly 42' in height and will have a contemporary industrial design. The view of the building from the street will be very attractive. In addition to providing extensive glazing throughout the entire office building, the architect used height variations, pop-outs, and a combination of materials and complementary colors to add visual appeal to the development.

Landscaping Requirements

For maximum value, majority of the landscaping will be provided along the front of property adjacent to Cambridge Street. Additionally, the provided tabulation for the required and provided landscaping show a minimum requirement of 32,074 sq. ft. with the applicant providing 34,435 sq. ft.; therefore, the project exceeds the minimum requirements set forth in the City's Zoning Regulations. Additionally, as required by the Code, at least 6% of the parking area will be provided with landscaping.

Parking Requirements

According to the site plan, a total of 235 parking spaces will be provided throughout the site: 169 standard stalls, 59 compact stalls, 7 handicap stalls. As proposed, the project is required to provide 225 parking spaces; therefore, the proposed project exceeds the minimum parking requirements set forth in the City's Zoning Regulations.

Although the applicant had submitted their application prior to the recent Code Amendment for parking purposes, it should be noted that the project will still meet the new truck parking requirements of one (53' x 12') trailer stall for every four (4) dock doors. As proposed, the project is required to have a total of 9 trailer parking stalls which the applicant is planning to stripe and provide on-site.

Loading/Roll Up Doors

According to the site plan, the proposed building will have a total of thirty-four (34) dock doors: twenty-one (21) dock doors along the south wall; eight (8) dock doors along the west wall; and five (5) dock doors along the east wall. All dock doors and trucking activities will be screen from view with a 10' high concrete tilt-up screen wall.

Trash Enclosures

According to the site plan, it appears that the applicant is proposing to install a 7' wide by 15' long trash compactor with an 8' wide by 22' long refuse container. Said trash compactor will be located inside the truck yard areas behind the proposed screen wall and, thus will not be viewable or accessible to the public.

Driveways

Ingress and egress to the site is provided by four driveways along Cambridge Street. The main driveway entrance for employees and passenger vehicles is the second entrance directly in front of the office entry area. Said driveway entrance is 26' wide. The remaining three (3) driveway entrances are at least 40' wide and will be mainly used by trucks. No vehicle access will be provided along the Carmenita Road frontage.

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.

Pursuant to Section -§ 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

(A) That the proposed development is in conformance with the overall objectives of this chapter.

Findings:

The proposed project is located within the M-2, Heavy Manufacturing, Zone. Pursuant to Section -§ 155.240 of the Zoning Regulations "The purpose of the M-2 Zone is to preserve the lands of the city appropriate for heavy industrial uses, to protect these lands from intrusion by dwellings and inharmonious commercial uses, to promote uniform and orderly industrial development, to create and protect property values, to foster an efficient, wholesome and aesthetically pleasant industrial district, to attract and encourage the location of desirable industrial plants, to provide an industrial environment which will be conducive to good employee relations and pride on the part of all citizens of the community and to provide proper safeguards and appropriate transition for surrounding land uses."

The proposed development is consistent with the purpose of the M-2 Zone in the following manner:

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. The proposed development is industrial, rather than residential or commercial in nature. The land is, therefore, being maintained for industrial uses.

3. The project involves the construction a new contemporary concrete tilt-up industrial building that will replace a 41 year old building that was built in 1974, and the new building will be approximately 50,000 sq. ft. larger, the assessed value of the property should be significantly higher, leading to an increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project should provide a nice boost to the local job market. The new building, with an approximately 50,000 sq. ft. more area, should net a few more job opportunities for nearby residents.

(B) That the architectural design of the proposed structures is such that it will enhance the general appearance of the area and be in harmony with the intent of this chapter.

Findings:

The subject site is currently developed with a building that was originally developed in 1974 (41 years ago). The applicant is planning to demolish the building and building a brand new contemporary concrete tilt-up building. The architect used multiple variations in height, setback, materials and color. The result is an attractive project with contemporary buildings that is comparable to other high quality office/industrial projects here in Santa Fe Springs and, thus will enhance the general appearance of the area.

In addition, as proposed, the project meets or exceeds all requirements of the City's Zoning Regulations. The project's overall compliance validates that is in harmony with the overall intent of the City's Zoning Regulations.

(C) That the proposed structures be considered on the basis of their suitability for their intended purpose and on the appropriate use of materials and on the principles of proportion and harmony of the various elements of the buildings or structures.

Findings:

The proposed buildings will contain a warehouse component as well as office facilities. Furthermore, the design of the new building represents high quality architectural design (demonstrated by extensive glazing, horizontal and vertical reveals, pop-outs and recessed areas, and variations in materials and color). These architectural design elements break up the mass of the building, and present an attractive, distinctive façade to visitors as well as those traveling along Carmenita Road and Cambridge Street. Therefore, as designed, the new building is completed suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion and harmony.

- (D) That consideration be given to landscaping, fencing and other elements of the proposed development to ensure that the entire development is in harmony with the objectives of this chapter.

Findings:

Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's zoning regulations. For instance, the proposed landscape areas exceed the minimum requirements set forth in the City's Zoning Regulations with the majority of the landscaping provided in the front setback area and where it is mostly visible from the street. Secondly, although there are dock doors proposed on three of the four sides, the project has been designed with truck yard areas that will be fully screened with 10' high concrete tilt-up screen walls. Thirdly, the proposed trash compactor has been strategically placed in the truck yard area, behind the screen wall, and therefore will not be accessible or visible to the public. And lastly, to encourage alternative transportation and also reduce trip generation related to the project, bike racks and van pool stalls will be provided for the development.

- (E) That it is not the intent of this subchapter to require any particular style or type of architecture other than that necessary to harmonize with the general area.

Findings:

As stated previously, the proposed building is contemporary and attractive. The architect used multiple variations in height, setback, materials and color. The style and architecture of the proposed building is therefore consistent with other high quality buildings in the general area.

- (F) That it is not the intent of this subchapter to interfere with architectural design except to the extent necessary to achieve the overall objectives of this chapter.

Findings:

Pursuant to § 155.736 of the Zoning Regulations "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

Staff finds that the new contemporary industrial buildings are very attractive and, thus will be an enhancement to the area. Staff believes that proper attention has been given to the location, size, and design of the building. This is evident in the

project's overall compliance with the Code. As proposed, the project meets or exceeds all requirements of the City's Zoning Regulations.

STAFF REMARKS

Based on the findings set forth in the staff report, Staff find that the applicant's request meets the criteria set forth in § 155.739 of the Zoning Regulations, for the granting of Development Plan Approval.

STREETS AND HIGHWAYS

The subject site has frontage on Cambridge Street to the South and Carmenita Road to the east. Carmenita Road is considered a major arterial within the Circulation Element of the City's General Plan. Cambridge Street is considered a local industrial street.

ZONING AND LAND USE

Industrially zoned areas generally surround the subject site. Properties to the north, south, east and west are all zoned M-2, Heavy Manufacturing. Additionally, all surrounding properties are developed with various manufacturing, processing or warehouse-type facilities. Nevertheless, any business or tenant that occupies the new building will need to be a principally permitted, accessory, or conditional use listed in the M-2, Heavy Manufacturing, Zone. An activity listed as a conditional use, however, would still need to obtain approval for a Conditional Use Permit prior to the commencement of such activities.

LEGAL NOTICE OF PUBLIC HEARING

This matter was set for Public Hearing in accordance with the requirements of Section 65090 and 65091 of the State Planning, Zoning and Development Laws and the requirements of Sections 155.860 through 155.864 of the City's Municipal Code.

Legal notice of the Public Hearing for the proposed Project (Development Plan Approval (DPA) Case Nos. 887-889 and Tentative Parcel Map (TPM) Case No. 73063) was sent by first class mail to all property owners whose names and addresses appear on the latest County Assessor's Roll within 500 feet of the exterior boundaries of the subject property on May 1, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on May 1, 2015, and published in a newspaper of general circulation (Whittier Daily News) May 1, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

As of date of this report, staff has still not received any comments and/or inquiries regarding the proposal.

ENVIRONMENTAL DOCUMENTS

The environmental analysis provided in the Initial Study indicates that the proposed project will not result in any significant adverse immitigable impacts on the environment; therefore, the City caused to be prepared and proposes to adopt a Mitigated Negative Declaration (MND) for the proposed Project. The MND reflects the independent judgment of the City of Santa Fe Springs, and the environmental consultant, Blodgett/Baylosis Environmental Planning.

Phases in the Environmental Review Process:

The implementation of the California Environmental Quality Act (CEQA) entails three separate phases:

1. The first phase consists of preliminary review of a project to determine whether it is subject to CEQA.
2. If the project is subject to CEQA, the second phase involves the preparation of an Initial Study to determine whether the project may have a significant environment effect.
3. The third phase involves the preparation of an Environmental Impact Report (EIR) if the project may have a significant environmental effect or a Negative Declaration or Mitigated Negative Declaration if no significant effects will occur.

Phase 1: The first phase is to determine if the proposed project is subject to CEQA. CEQA applies to an activity that (a) involves the exercise of an agency's discretionary powers, (b) has the potential to result in a direct or reasonable foreseeable indirect physical change in the environment, and (c) falls within the definition of a "project" as defined in CEQA Guidelines Section 15378. City staff and Blodgett/Baylosis Environmental Planning reviewed the proposal and determined that the project is subject to CEQA.

Phase 2: The second phase involves the preparation of an Initial Study. An Initial Study is a preliminary analysis to determine whether an EIR or a Negative Declaration or Mitigated Negative Declaration is needed. If the Initial Study concludes that the proposed project may have a significant effect on the environment that cannot be mitigated, an EIR should be prepared. If no potentially significant impacts are identified, then a Negative Declaration can be prepared. If

potentially significant impacts are identified that can be mitigated, then a Mitigated Negative Declaration can be prepared with mitigation measures conditioned as part of the project's approval to reduce potentially significant impacts to levels of insignificance.

To facilitate the Commission's determination whether "effects" are potentially significant, the Commission should focus on scientific and factual data. Unfortunately, CEQA does not provide a definitive definition of what constitutes a "significant effect." However, CEQA Guidelines Section 15382 generally defines a "significant effect" as a substantial or potentially substantial adverse change in the physical environment. City Staff and Blodgett/Baylosis Environmental Planning determined, through the preparation of the Initial Study, that there were no potentially significant environmental effects that could not be mitigated to a level of insignificance and, therefore, a Mitigated Negative Declaration was prepared.

Phase 3: A Mitigated Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. City staff and Blodgett/Baylosis Environmental Planning determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because either revisions in the project have been made by or agreed to by the project applicant or mitigation measures are being implemented to reduce all potentially significant effects to levels of insignificance. As a result, a Mitigated Negative Declaration was prepared for the project.

Draft MND Review:

The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett/Baylosis Environmental Planning, as to the potential environmental impacts of the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from April 22, 2015 to May 11, 2015. The Notice of Intent to Adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk. A copy of the Initial Study/Mitigated Negative Declaration was also mailed to surrounding cities for their review and comment.

When reviewing the Mitigated Negative Declaration/Initial Study, the focus of the review should be on the project's potential environmental effects. If persons believe that the project may have a significant effect, they should, (a) Identify the specific effect; (b) Explain why they believe the effect would occur, and; (c) Explain why they believe the effect would be significant.

Individuals who believe there are significant effects as outlined above, should also explain the basis for their comments and submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to CEQA Guidelines, an effect shall not be considered significant in the absence of substantial evidence.

Potentially Affected Environmental Factors:

The draft Initial Study/Mitigated Negative Declaration has identified several factors that may be potentially affected by the subject project which include: *aesthetics, air quality, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation and circulation (traffic)*. These factors and their respective pertinent issues are discussed and analyzed within the Initial Study/Mitigated Negative Declaration. Mitigations, where necessary, were implemented to help ensure potential impacts are reduced to a less than significant level. A detailed analysis can be found in the Initial Study/Mitigated Negative Declaration and corresponding Mitigation Monitoring Program.

Mitigation Monitoring:

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in the Mitigation and Monitoring Program (attachment #9).

Responses to Initial Study/Mitigated Negative Declaration:

To date, staff has not received any correspondence nor has anyone called or come to the counter to provide comments or stating concerns relating to the proposed Initial Study/Mitigated Negative Declaration.

AUTHORITY OF PLANNING COMMISSION:

The Planning Commission may grant, conditionally grant or deny approval of a proposed development plan request based on the evidence submitted and upon its own study and knowledge of the circumstances involved and subject to such conditions as the Commission deems are warranted by the circumstances involved. These conditions may include the dedication and development of streets adjoining the property and other improvements. All conditions of Development Plan Approval (DPA 893) shall be binding upon the applicants, their successors and assigns; shall run with the land; shall limit and control the issuance and validity of certificates of occupancy; and shall restrict and limit the construction, location, use and maintenance of all land and structures within the development.

CONDITIONS OF APPROVAL:**DEPARTMENT OF PUBLIC WORKS****(Contact: Robert Garcia (562) 868-0511 ext. 7545)**

1. That the owner shall pay a flat fee of \$ 66,000 to reconstruct/resurface the existing street frontage to centerline for Cambridge St.
2. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of a Traffic Signal at the intersection of Cambridge Street and Carmenita Road. The City will design and cause construction of said Traffic Signal.
3. The owner/developer shall pay the costs or a portion of the costs associated with the installation of an Emergency Vehicle Preemption System (OPTICOM) at the intersection of Cambridge Street and Carmenita Road as determined by the City Engineer and Fire Chief
4. That the owner shall remove existing sidewalk and replace with new 5-foot wide sidewalk along Cambridge St. street frontage. Furthermore, said sidewalk shall be shown on both civil and landscape plans.
5. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs, re-paint existing curb, and continue paint to adjacent curb along property frontage. The owner shall pay the actual cost of sign installation.
6. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of four (4) street lights on Cambridge St. The City will design and cause construction of said street lights.
7. That common driveways shall not be allowed unless approved by the City Engineer. Proposed driveways shall be located to clear existing fire hydrants, street lights, water meters, etc.
8. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications on Cambridge St. Storm drain plans shall be approved by the City Engineer.

9. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.
10. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans.
11. All existing buildings shall be connected to the sanitary sewers.
12. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.
13. That the owner/developer shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.
14. The owner/developer shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.
15. The owner/developer shall submit a traffic study prepared by a Professional Engineer. The traffic study shall show the present traffic in the area and projected traffic after the development of the property. Any improvements or mitigation measures including installation of traffic signals and/or modifications, the installation of additional left turn lanes or deceleration lanes, the lengthening of left turn lanes or other median modifications, etc. that are warranted based on the study, the owner and/or developer shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

16. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns may be prohibited as recommended in the Traffic Study.
17. That the owner shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The owner and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the owner and/or developer cannot meet the mitigation requirements, the owner and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.
18. That the owner/developer shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.
19. That the owner/developer shall pay the water trunkline connection fee of \$3,250 per acre upon application for water service connection or if utilizing any existing water service.
20. That a grading plan shall be submitted for drainage approval to the City Engineer. The owner shall pay drainage review fees in conjunction with this submittal. A professional civil engineer registered in the State of California shall prepare the grading plan.
21. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.
22. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit Mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.
23. That the owner/developer shall comply with the National Pollutant Discharge Elimination System (NPDES) program and shall require the general contractor to implement storm water/urban runoff pollution prevention controls and Best Management Practices (BMPs) on all construction sites in accordance with the current MS4 Permit. The owner/developer will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

DEPARTMENT OF FIRE - RESCUE (ENVIRONMENTAL DIVISION)**(Contact: Tom Hall (562) 868-0511 ext. 3715)**

24. Permits and approvals. That the owner/developer shall, at its own expense, secure or cause to be secured any and all permits or other approvals which may be required by the City and any other governmental agency having jurisdiction as to the environmental condition of the Property. Permits shall be secured prior to beginning work related to the permitted activity.
25. That all abandoned pipelines, tanks and related facilities shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION)**(Contact: Brian Reparuk (562) 868-0511 ext. 3716)**

26. That all buildings over 5,000 sq. ft. shall be protected by an approved automatic sprinkler system per Section 93.11 of the Santa Fe Springs Municipal Code.
27. That the owner shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits.
28. If the property is within a methane zone or if the Soil Gas Study indicates TPH contamination in excess of 20,000 mg/kg then to prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs.
29. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.
30. That if on-site fire hydrants are required by the Fire Department, a minimum flow must be provided at 2,500 gpm with 1,500 gpm flowing from the most remote hydrant. In addition, on-site hydrants must have current testing, inspection and maintenance per California Title 19 and NFPA 25.

31. That the standard aisle width for onsite emergency vehicle maneuvering shall be 26 feet with a minimum clear height of 13 feet 6 inches. Internal driveways shall have a turning radius of not less than 52 feet. The final location and design of this 26 feet shall be subject to the approval of the City's Fire Chief as established by the Uniform Fire Code. A request to provide emergency vehicle aisle width less than 26 feet shall be considered upon the installation/provision of mitigation improvements approved by the City's Fire Chief.
32. That prior to submitting plans to the Building Department or Planning Commission, a preliminary site plan shall be approved by the Fire Department for required access roadways and on-site fire hydrant locations. The site plan shall be drawn at a scale between 20 to 40 feet per inch. Include on plan all entrance gates that will be installed.
33. That Knox boxes are required on all new construction. All entry gates shall also be equipped with Knox boxes or Knox key switches for power-activated gates.
34. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

DEPARTMENT OF POLICE SERVICES:

(Contact: Luis Collazo (562) 868-0511 ext. 3320)

35. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the parking area serving the business. Further, all exterior lighting shall be designed/installed in such a manner that light and glare are not transmitted onto adjoining properties in such concentration/quantity as to create a hardship to adjoining property owners or for the light to become a public nuisance. The photometric and plan shall be submitted to the Director of Police Services no later than sixty (60) days from the date of approval of this Permit by the City Council.
36. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services and the Fire Chief 60 days prior to the opening of the business. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a

day. The form to provide the information is part of the Business License package.

37. That in order to facilitate the removal of unauthorized vehicles parked on the property, the applicant shall post, in plain view and at each entry to the property, a sign not less than 17" wide by 22" long. The sign shall prohibit the public parking of unauthorized vehicles and indicate that unauthorized vehicles will be removed at the owner's expense and also contain the California Vehicle Code that permits this action. The sign shall also contain the telephone number of the local law enforcement agency (Police Services Center (562) 409-1850). The lettering within the sign shall not be less than one inch in height. The applicant shall contact the Police Services Center for an inspection no later than 30 days after the project has been completed and prior to the occupancy permit being issued.
38. That the property, its buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.
39. That the applicant and/or his employees shall not allow persons to loiter on the subject premises, and shall immediately report all such instances to the Police Services Center.

WASTE MANAGEMENT:

(Contact: Teresa Cavallo (562) 868-0511 ext. 7309)

40. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.
41. That all projects over \$50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.
42. That the owner/developer shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Cuong Nguyen (562) 868-0511 ext. 7359)

43. That the Mitigation Monitoring and Reporting Program (MMRP), which was prepared for the proposed project and an essentially component of the Initial Study and Mitigated Negative Declaration (IS/MND), shall be made part of the conditions of approval for Development Plan Approval Case No. 893. Both the IS/MND and MMRP are listed as an attachment to this staff report.
44. That the applicant shall provide conduit for fiber optics or other smart technologies for each parcel for Internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the Project.
45. That the applicant shall work with the cable or Internet provider for the City, for the installation of underground cabling and related telecommunications facilities within the project site. Along at least the project's perimeters, Cambridge Street, the applicant shall work with the cable or Internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, the applicant shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director.
46. That the applicant shall provide a bulletin board, display case to display transportation information within the break room or another area that is accessible to all employees. Information shall include, but is not limited to, the following:
 1. Current maps, routes and schedules for public transit routes serving the site; and
 2. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
 3. Ridesharing promotional material supplied by commuter-oriented organizations; and
 4. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and

5. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
47. That preferential parking spaces (not less than 10% and located as close to the employee entrance(s) as practical) shall be reserved for potential carpool/vanpool vehicles without displacing handicapped and customer parking needs. Vanpool space(s) shall be legibly marked off on the pavement or identified by a sign and also conveyed to employees through the required transportation information board. Also, the preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
48. That an area shall be designate for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at a ratio of 4 bicycles for first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
49. That there be a safe and convenient zone in which carpool/vanpool vehicles may deliver or board their passengers. Additionally, there shall be sidewalks or other designated pathways following direct and safe routes from external pedestrian circulation system to each building in the development and safe and convenience access from the external circulation system to bicycle parking facilities on-site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.
50. That the Department of Planning and Development requires that the double-check detector assembly be screened by shrubs or other materials. All shrubs shall be planted a minimum distance of two (2) feet surrounding the detector assembly; however, the area in front of the OS and Y valves shall not be screened. The screening shall also only be applicable to the double-check detector assembly and shall not include the fire department connector (FDC). Notwithstanding, the Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

51. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.
52. That prior to submitting plans to the Building Division for plan check, the owner/developer shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.
1. To illustrate the visibility of equipment and/or duct work, the following shall be submitted along with the Mechanical Plans:
 - i. A roof plan showing the location of all roof-mounted equipment;
 - ii. Elevations of all existing and proposed mechanical equipment; and
 - iii. A line-of-sight drawing or a building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines.
- NOTE: line-of sight drawing and/or building cross section must be scaled.
53. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*
54. That the landscaped areas shall be provided with a suitable, fixed, permanent and automatically controlled method for watering and sprinkling of plants. This operating sprinkler system shall consist of an electrical time clock, control valves, and piped water lines terminating in an appropriate number of sprinklers to insure proper watering periods and to provide water for all plants within the landscaped area. Sprinklers used to satisfy the requirements of this section shall be spaced to assure complete coverage of all landscaped areas. *Said plan shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

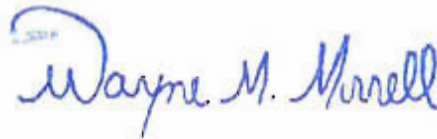
55. That upon completion of the new landscaping, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.
56. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department).
57. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the prior approval of the Fire Department and the Department of Planning and Development.
58. That the Department of Planning and Development shall first review and approve all sign proposals for the development. The sign proposal (plan) shall include a site plan, building elevation on which the sign will be located, size, style and color of the proposed sign. All drawings shall be properly dimensioned and drawn to scale on 24" x 36" maximum-size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.
59. That a sufficient number of approved outdoor trash enclosures shall be provided for the development subject to the approval of the Director of Planning or designee. Further, all trash enclosures shall be designed to architecturally integrate with the overall design theme of the development. Trash enclosures should be provided with a trellis (or other covered structure) and also provided with vines (if located adjacent to or within a landscaped area) to help minimize the visual impact of said enclosures.
60. That the proposed building shall be constructed of quality material and any material shall be replaced when and if the material becomes deteriorated, warped, discolored or rusted.

61. That approved suite numbers/letters or address numbers shall be placed on the proposed building in such a position as to be plainly visible and legible from the street fronting the property. Said numbers shall contrast with their background. The size recommendation shall be 12" minimum.
62. That prior to issuance of building permits, the applicant shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:
 1. Covenants.
 - a. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described in condition 27 and condition 28, and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq
 - b. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of owner/developer knowledge, it does not know or have reasonable cause to believe that it is in violation of any notification, remediation or other requirements of any federal, state or local agency having jurisdiction concerning the environmental conditions of the Property.
 2. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.
 3. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency

have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.

63. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Pasos at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).
64. That the applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*
65. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be assessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Pasos, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.
66. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case.
67. That the final plot plan, floor plan and elevations of the proposed development and all other appurtenant improvements, textures and color schemes shall be subject to the final approval of the Director of Planning.

68. That all other requirements of the City's Zoning Ordinance, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.
69. That the applicant, Cambridge Springs, LLC, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject DPA, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.
70. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.



Wayne M. Morrell
Director of Planning

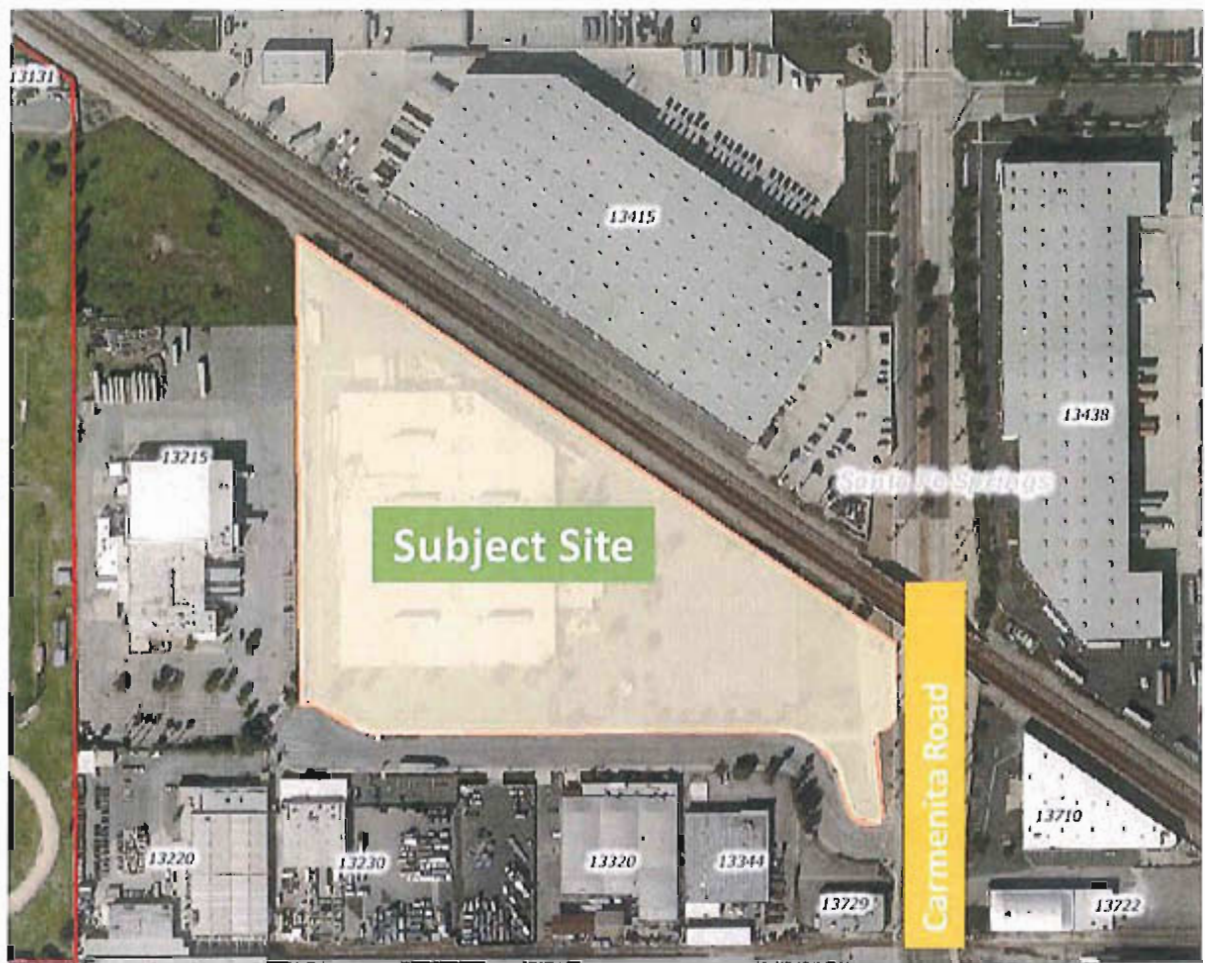
Attachments:

1. Aerial Photograph
2. Existing Site Plan
3. Proposed Site Plan
4. Conceptual Landscape Plan
5. Proposed Floor Plan
6. Proposed Colored Elevations
7. Typical Rendering
8. Development Plan Approval Application
9. Final Mitigated Negative Declaration (MND)
10. Mitigation Monitoring and Reporting Program (MMRP)

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Aerial Photograph

13341 Cambridge Street, Santa Fe Springs, CA 90670
APN: (8059-001-018)



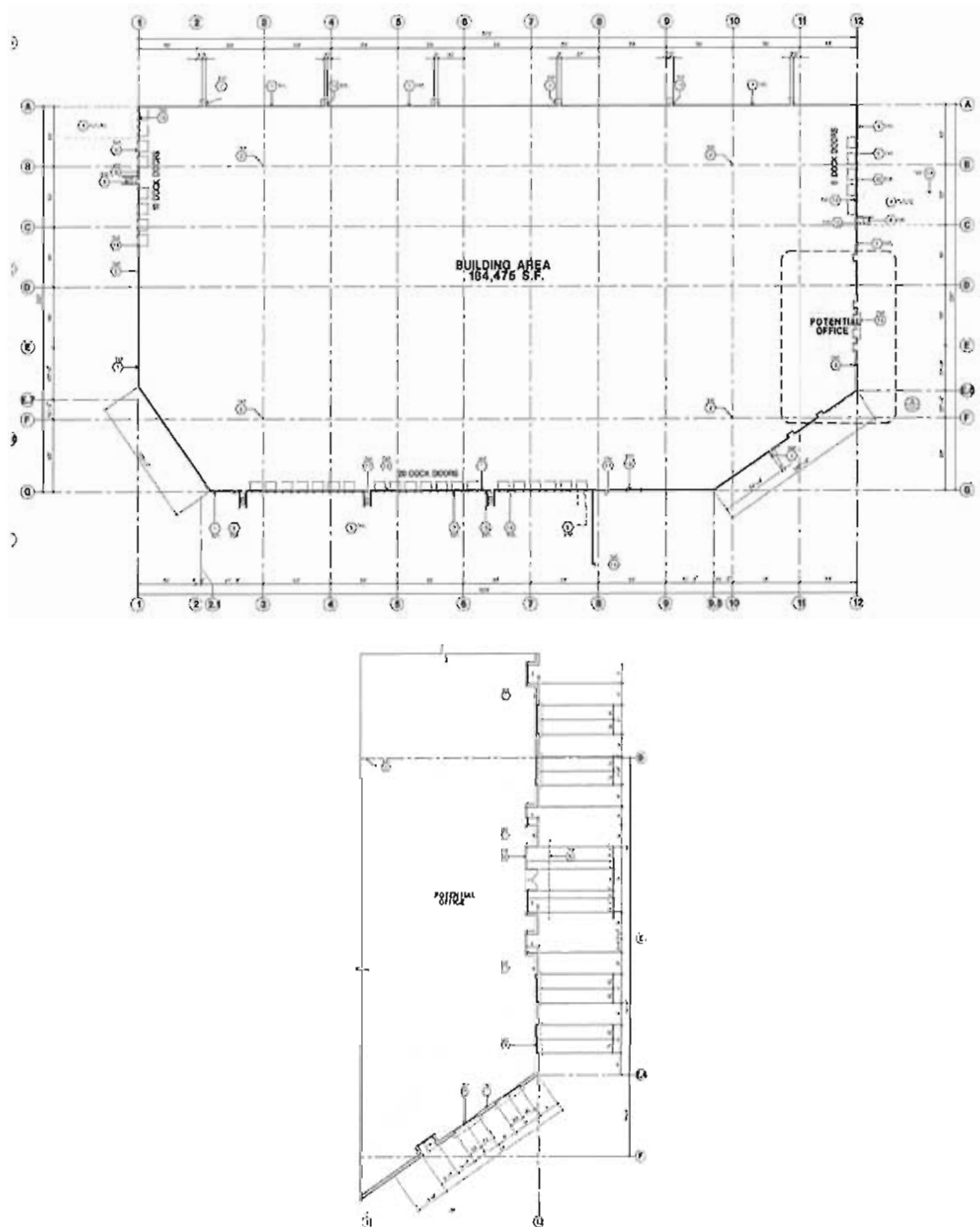
Existing Site Plan



Proposed Site Plan



Proposed Floor Plan



Proposed Colored Elevations





hipa
architecture

Job No 14457400

CAMBRIDGE BUSINESS PARK

SANTA FE SPRINGS, CA

COLORED ELEVATIONS



GOLDEN SPRINGS
BUSINESS CENTER

03.19.2015

Colored Rendering



Development Plan Approval Application



City of Santa Fe Springs

Application for

DEVELOPMENT PLAN APPROVAL (DPA)

RECEIVED

DEC 02 2015

Planning Dept.

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:

Provide street address or Assessor's Parcel Map (APN) number(s) if no address is available. Additionally, provide distance from nearest street intersection:

13341 Cambridge Street, APN 8059-001-018. Located at the northwest intersection of Cambridge Street and Carmona Road.

RECORD OWNER OF THE PROPERTY:

Name: Cambridge Springs, LLC Phone No: 560-921-3581 x372

Mailing Address: 13116 Imperial Highway, Santa Fe Springs, CA 90670

Fax No: 562-921-3562

E-mail: sassover@thriftyoil.com

THE APPLICATION IS BEING FILED BY:

☒ Record owner of the property

☐ Authorized agent of the owner (written authorization must be attached to application)

Status of Authorized Agent:

Engineer/Architect: _____

Attorney: _____

Purchaser: _____

Lessee: _____

Other (describe): _____

DESCRIBE THE DEVELOPMENT PROPOSAL. (See reverse side of this sheet for information as to required accompanying plot plans, floor plans, elevations, etc.)

Demolition of an obsolete industrial manufacturing building of 132,808 SF on 16.88 acres and redevelopment into a new industrial distribution building equal to 185,050 SF.

9.1.28

I HEREBY CERTIFY THAT the facts, statements and information furnished above are true and correct to the best of my knowledge and belief.

Signed: _____

Signature

Moshe Sassover, Manager

Print name

(If signed by other than the record owner, written authorization must be attached to this application.)

NOTE

This application must be accompanied by the filing fee, map and other data specified in the form entitled "Checklist for Development Plan Approval."

Development Plan Approval Application (Cont.)

DPA Application
Page 2 of 2

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): Cambridge Springs, LLC
 Mailing Address: 13116 Imperial Highway, Santa Fe Springs, CA 90670
 Phone No: 562-921-3581 x372
 Fax No: 562-921-3562 E-mail: sassover@thriftyoil.com
 Signature: [Signature]
Moshe Sassover
 Name (please print): _____
 Mailing Address: _____
 Phone No: _____
 Fax No: _____ E-mail: _____
 Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES) ss.

I, Moshe Sassover, being duly sworn, depose and say that I am the petitioner in this application for a Development Plan Approval, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed: [Signature]
 (If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

On 12/2/2014, before me, MaryAnne Fitzpatrick, Notary Public, personally appeared Moshe Sassover, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

[Signature]
 Notary Public



FOR DEPARTMENT USE ONLY
 CASE NO: DPA 893
 DATE FILED: 12/2/14
 FILING FEE: _____
 RECEIPT NO: _____
 APPLICATION COMPLETE? NS

Development Plan Approval Application (Cont.)

City
of
Santa Fe Springs

DISTRIBUTION					
FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT
100	100	100	100		22,000.00

Cambridge Springs LLC, 1100 N. 10th St., Suite 100

(NAME)

(ADDRESS)

(CITY AND STATE)

(DESCRIPTION)

RECEIPT

12-03-14 1015611

CHECK 22000.00

RECEIVED
DEC 03 2014
Planning Dept.

**MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY**

**CAMBRIDGE BUSINESS CENTER
13341 CAMBRIDGE STREET
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

**CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670**

APRIL 21, 2015

SFSP 021

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Cambridge Springs Industrial Building.

APPLICANT: Golden Springs Development, 13021 Leffingwell Road, Santa Fe Springs, CA 90670.

ADDRESS: 13341 Cambridge Street. Assessor Parcel Number (APN): 8059-001-018.

CITY/COUNTY: Santa Fe Springs, Los Angeles County.

DESCRIPTION: The proposed project involves the construction of a 184,475 square foot warehouse on a 9.69-acre site located at 13341 Cambridge Street within the City of Santa Fe Springs. The proposed project will include a 179,475 square foot warehouse and 5,000 square feet of dedicated office space. A total of 235 parking stalls and 34 dock doors will be installed. Access to the new warehouse will be provided by four driveways along Cambridge Street. A total of 38,942 square feet will be dedicated to landscaping. An existing 132,808 square foot concrete tilt-up warehouse with 4,065 square feet of ancillary office space will need to be demolished in order to accommodate the proposed project. The building's tenant is Cenveo. The project Applicant is Golden Springs Development, 13021 Leffingwell Road, Santa Fe Springs, California 90670.

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

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

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

Signature

Date

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the construction of a 184,475 square foot industrial building on a 9.69-acre site located at 13341 Cambridge Street within the City of Santa Fe Springs. The proposed project will include a 179,475 square foot warehouse and 5,000 square feet of dedicated office space. A total of 235 parking stalls and 34 dock doors will be installed. Access to the new warehouse will be provided by four driveways along Cambridge Street. Lastly, a total of 38,942 square feet will be dedicated to landscaping. An existing 132,808 square foot concrete tilt-up warehouse with 4,065 square feet of ancillary office space will need to be demolished in order to accommodate the proposed project.¹ The project Applicant is Golden Springs Development, 13021 Leffingwell Road, Santa Fe Springs, California 90670.²

The City of Santa Fe Springs is the designated *Lead Agency* for the proposed project and will be responsible for the project's environmental review.³ The construction of the proposed industrial building is considered to be a project under the California Environmental Quality Act (CEQA) and, as a result, the project is subject to the City's environmental review process.⁴

As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study.⁵ The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated the proposed project.

¹ Coory Engineering, A.L.T.A./A.C.S.M survey, 13341 Cambridge Street Santa Fe Springs, CA 90670. Dated January 14, 2015.

² HPA Architecture. *Cambridge Business Center Site Plan*. Dated December 2nd, 2014.

³ California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions*. as Amended 2001. §21067.

⁴ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15060 (b).

⁵ *Ibid.* (CEQA Guidelines) §15050.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Santa Fe Springs, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. Certain projects or actions may also require oversight approvals or permits from other public agencies. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.⁶ Questions and/or comments should be submitted to the following contact person:

Mr. Cuong Nguyen, Senior Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7359

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 - Project Description*, provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 - Environmental Analysis*, includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.
- *Section 4 - Conclusions*, summarizes the findings of the analysis.
- *Section 5 - References*, identifies the sources used in the preparation of this Initial Study.

1.3 INITIAL STUDY CHECKLIST

The environmental analysis provided in Section 3 of this Initial Study indicates that the proposed project will not result in any significant impacts on the environment. For this reason, the City of Santa Fe Springs determined that a Mitigated Negative Declaration is the appropriate CEQA document for the proposed project. The findings of this Initial Study are summarized in Table 1-1 provided on the following pages.

⁶ California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15060 (b).

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.1 Aesthetic Impacts. Would the project:				
a) Have a substantial adverse affect on a scenic vista?				X
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				X
c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare that would adversely affect day- or night-time views in the area?		X		
Section 3.2 Agriculture and Forestry Resources Impacts. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				X
c) Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104(g))?				X
d) Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use?				X
Section 3.3 Air Quality Impacts. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X
Section 3.4 Biological Resources Impacts. <i>Would the project have a substantial adverse effect:</i>				
a) Either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?				X
b) On any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) On Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) In interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				X
e) In conflicting with any local policies or ordinances, protecting biological resources, such as a tree preservation policy or ordinance?				X
f) By conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
Section 3.5 Cultural Resources Impacts. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?				X
c) Directly or indirectly destroy a unique paleontological resource, site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.6 Geology Impacts. <i>Would the project result in or expose people to potential impacts involving:</i>				
a) The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?			X	
b) Substantial soil erosion or the loss of topsoil?				X
c) Location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Location on expansive soil, as defined in California Building Code (2012), creating substantial risks to life or property?				X
e) Soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
Section 3.7 Greenhouse Gas Emissions Impacts. <i>Would the project:</i>				
a) Result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Increase the potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X
Section 3.8 Hazards and Hazardous Materials Impacts. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result, would it create a significant hazard to the public or the environment?			X	
e) Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

Section 3.9 Hydrology and Water Quality Impacts. *Would the project:*

a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				X
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of flooding because of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning Impacts. Would the project:				
a) Physically divide an established community, or otherwise result in an incompatible land use?				X
b) Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation or natural community conservation plan?				X
Section 3.11 Mineral Resources Impacts. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
Section 3.12 Noise Impacts. Would the project result in:				
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of people to, or generation of, excessive ground-borne noise levels?			X	
c) Substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Substantial temporary or periodic increases in ambient noise levels in the project vicinity above levels existing without the project?		X		
e) For a project located with an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
Section 3.13 Population and Housing Impacts. <i>Would the project:</i>				
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
Section 3.14 Public Services Impacts. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives in any of the following areas:</i>				
a) Fire protection services?		X		
b) Police protection services?		X		
c) School services?				X
d) Other governmental services?				X
Section 3.15 Recreation Impacts. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
Section 3.16 Transportation Impacts. <i>Would the project:</i>				
a) Cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system?			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?			X	

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
c) A change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X
Section 3.17 Utilities Impacts. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with Federal, State, and local statutes and regulations related to solid waste?				X
h) Result in a need for new systems, or substantial alterations to power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X

**Table 1-1
Summary (Initial Study Checklist)**

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Section 3.18 Mandatory Findings of Significance. <i>The approval and subsequent implementation of the proposed project:</i>				
a) Will not have the potential to degrade the quality of the environment, with the implementation of the recommended standard conditions and mitigation measures included herein.				X
b) Will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the recommended standard conditions and mitigation measures referenced herein.				X
c) Will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
d) Will not have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the recommended standard conditions and mitigation measures contained herein.				X
e) The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				X



SECTION 2 - PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the construction of an 184,475 square foot industrial building on a 9.69-acre site located at 13341 Cambridge Street within the City of Santa Fe Springs. The proposed project will include a 179,475 square foot warehouse and 5,000 square feet of dedicated office space. A total of 235 parking stalls and 34 dock doors will be installed. Access to the new warehouse will be provided by four driveways along Cambridge Street. Lastly, a total of 38,942 square feet will be dedicated to landscaping.⁷ The proposed project will require the demolition of the existing 132,808 square foot Cenveo building along with the 4,065 square feet of ancillary office space in order to accommodate the new development. A net increase of 47,602 square feet in building area will occur over the building's current floor area with the implementation of the proposed project.⁸

2.2 PROJECT LOCATION

The project site is located within the southern portion of the City. The City of Santa Fe Springs is located approximately 16.4 miles southeast of downtown Los Angeles and 13.6 miles northwest of downtown Santa Ana.⁹ Santa Fe Springs is bounded on the north by Whittier and an unincorporated County area (West Whittier), on the east by Whittier, La Mirada, and an unincorporated County area (East Whittier), on the south by Cerritos and Norwalk, and on the west by Pico Rivera and Downey. Major physiographic features located in the vicinity of the City include the San Gabriel River (located approximately 3.49 miles to the west of the site), Coyote Creek (located approximately 0.31 miles to the east of the project site), and the Puente Hills (located approximately 5.06 miles to the northeast of the project site).¹⁰

Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation.¹¹ Other freeways that serve the area include the Artesia (SR-91) Freeway and the Glenn Anderson (I-105) Freeway. The location of Santa Fe Springs in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2.

The project site's legal address is 13341 Cambridge Street, Santa Fe Springs, California 90670. The project site is located on the north side of Cambridge Street and abuts Carmenita Road directly to the east.¹² Vehicular access to the project site will be provided by four driveway connections along the north side of Cambridge Street. The project site's Assessor's Parcel Number (APN) is 8059-001-018. A vicinity map is provided in Exhibit 2-3.

⁷ HPA Architecture. *Cambridge Business Center Site Plan*. Dated December 2nd, 2014.

⁸ Ibid.

⁹ Google Earth. Site accessed February 6th, 2015.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

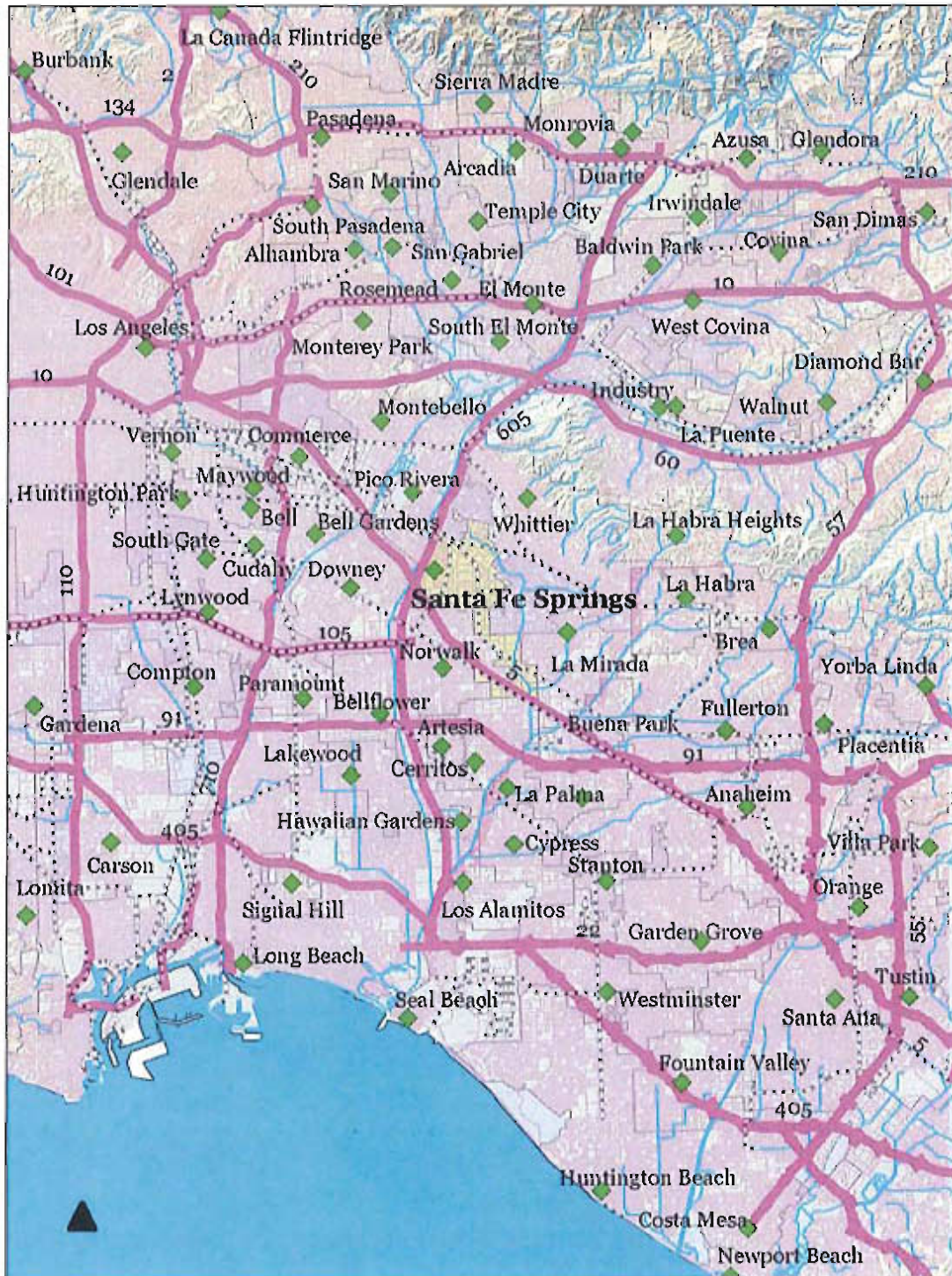


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

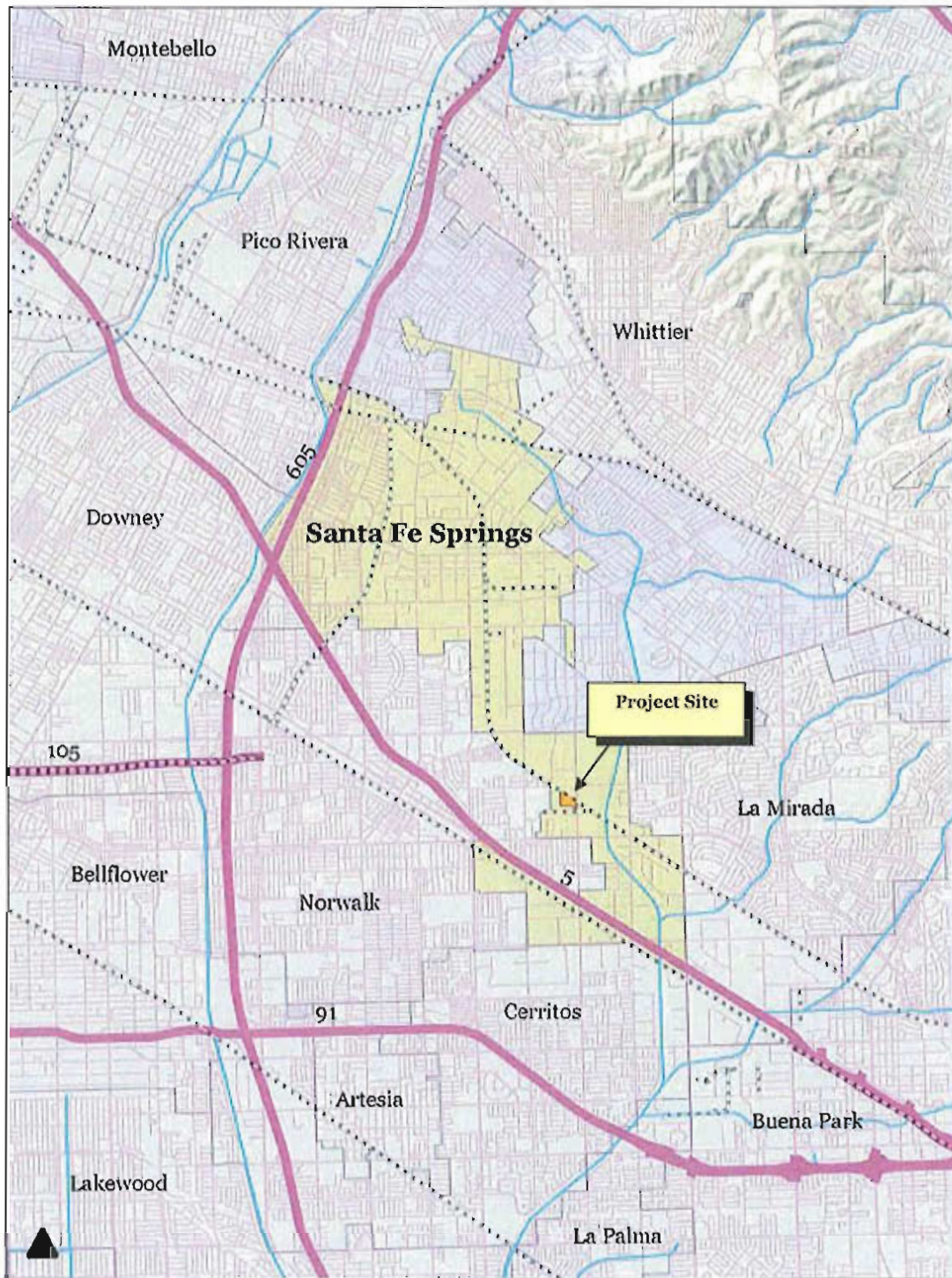


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

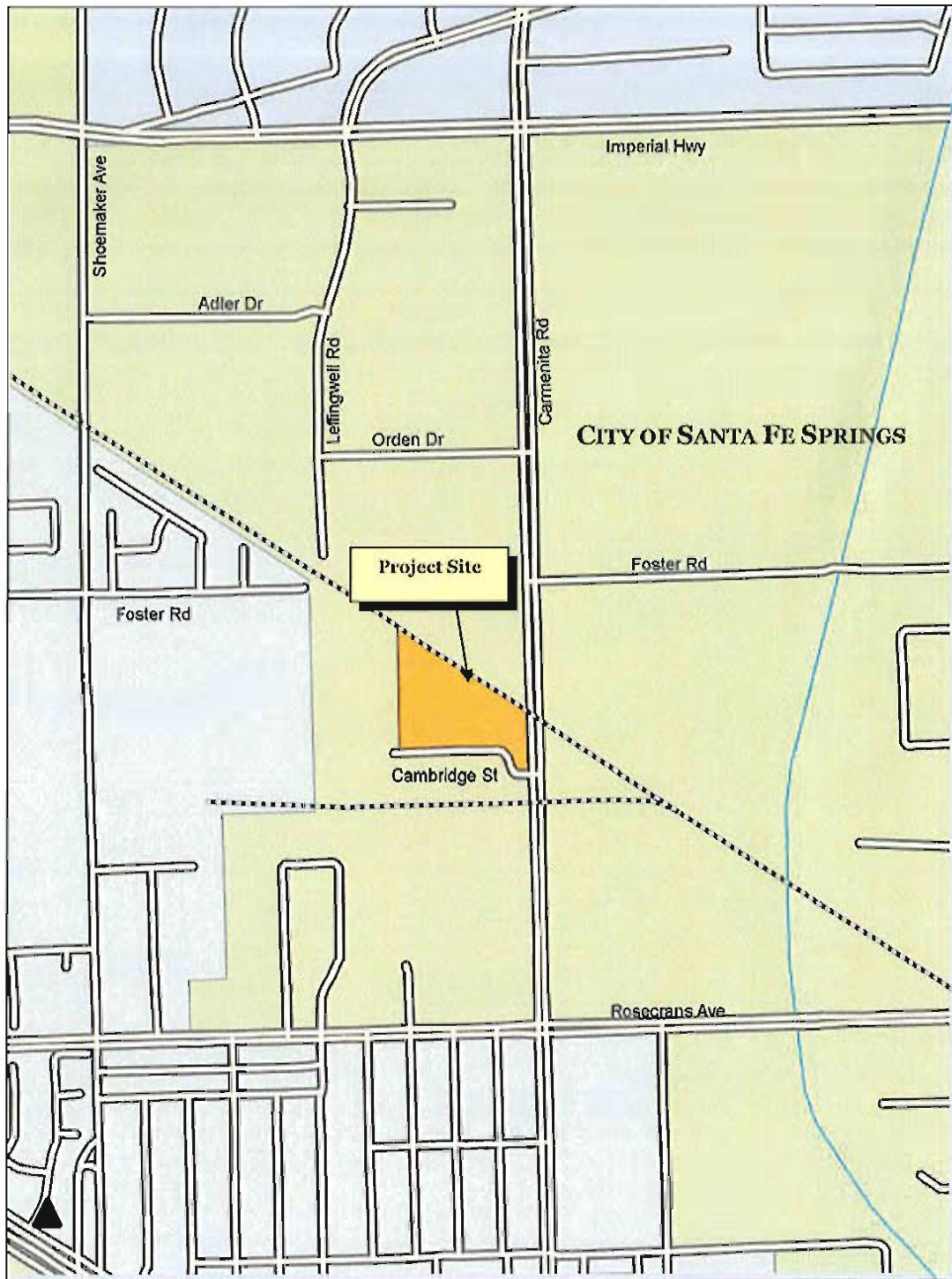


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 9.69-acre site is located in the midst of an urban area and is surrounded on all sides by development. Cambridge Street extends along the southern portion of the project site. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibit 2-5 through 2-8 shows photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* The BN&SF railroad right-of-way (ROW) extends in an east to west orientation and abuts the project site on the north. Solairs Paper Inc. is located further north of the project site and abuts the BN&SF railroad ROW to the north.¹³ Solairs Paper Inc. occupies a building that is incorporated into the larger Golden Springs Development industrial park. Views of this area are provided in Exhibit 2-9.
- *East of the Project Site.* Carmenita Road abuts the project site to the east and extends north to south. Industrial development abuts Carmenita Road on both sides. Views of this area are provided in Exhibit 2-10.
- *West of the Project Site.* JBS Swift and Co., a meat processing company, abuts the project site to the west. John Glenn High School abuts JBS Swift and Co. and is located approximately 394 feet further west from the project site. Views of this area are provided in Exhibit 2-11.
- *South of the Project Site.* Cambridge Street abuts the project site to the south and extends in an east-west orientation. Industrial development is located along both sides of Cambridge Street including Aggreko, an equipment rental company, NorthStar Contracting Group, and Twist Tite, a manufacturer of fasteners for the defense, aerospace, and military industries. Views of this area are provided in Exhibit 2-12.

The project site is currently occupied by a 132,808 square foot concrete tilt-up warehouse with 4,065 square feet of ancillary office space.¹⁴ The building's tenant is Cenveo. The property is fenced off on the north, east, west, and parts of the south side by a chain link fence with added barbed wire. A drive aisle with controlled access extends in a north-south orientation along the westernmost portion of the project site and leads to a paved open space area located directly north of the existing warehouse. In addition, the northwest corner of the site contains unmaintained ruderal vegetation, which lines the northern fence that separates the project site from the railroad ROW. The existing 132,808 square foot concrete tilt-up warehouse occupies the western portion of the project site. The southern portion of the project site contains a landscaped area, while the center portion of the site is currently paved and reserved for parking. Approximately 178 striped stalls and two handicapped stalls are provided within the designated parking area.¹⁵ Access to the property is controlled by a gate and kiosk located in the south-central portion of the site along Cambridge Street.

¹³ Blodgett/Baylosis Environmental Planning. Site Survey. Survey was completed on February 6, 2015.

¹⁴ Coory Engineering. A.L.T.A./A.C.S.M survey, 13341 Cambridge Street Santa Fe Springs, CA 90670. Dated January 14, 2015.

¹⁵ Ibid.

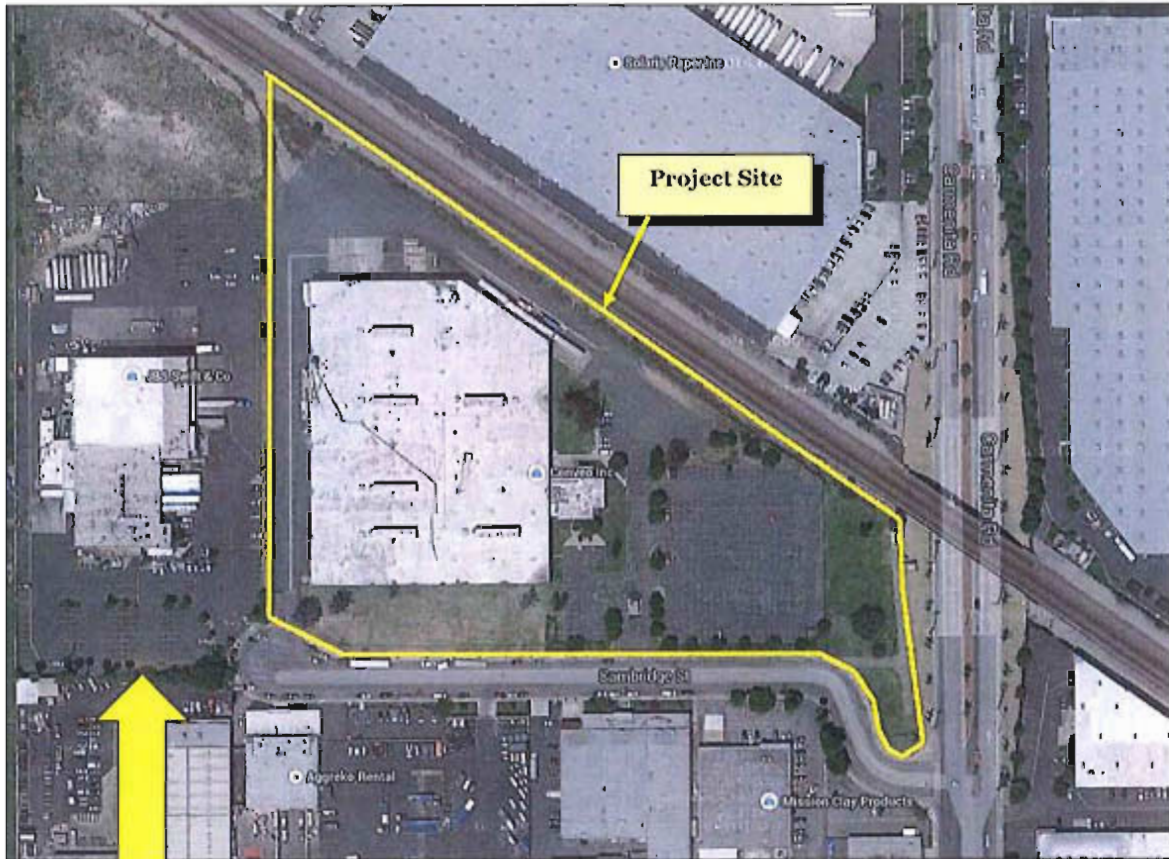
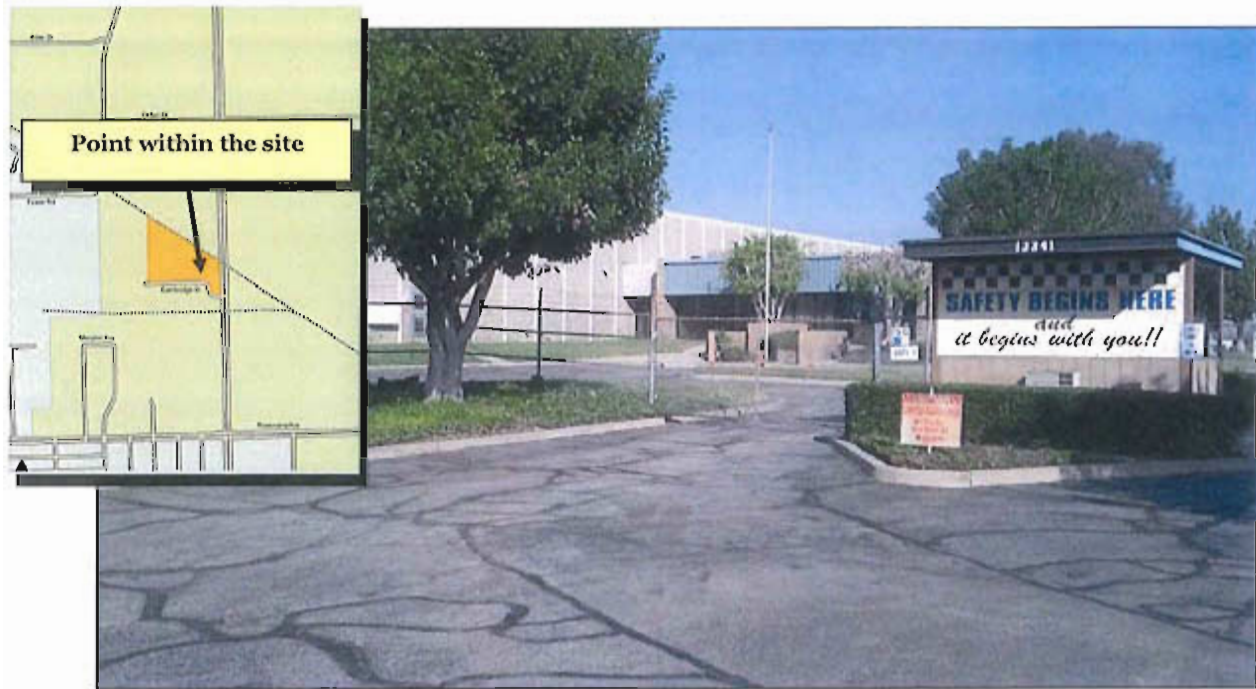
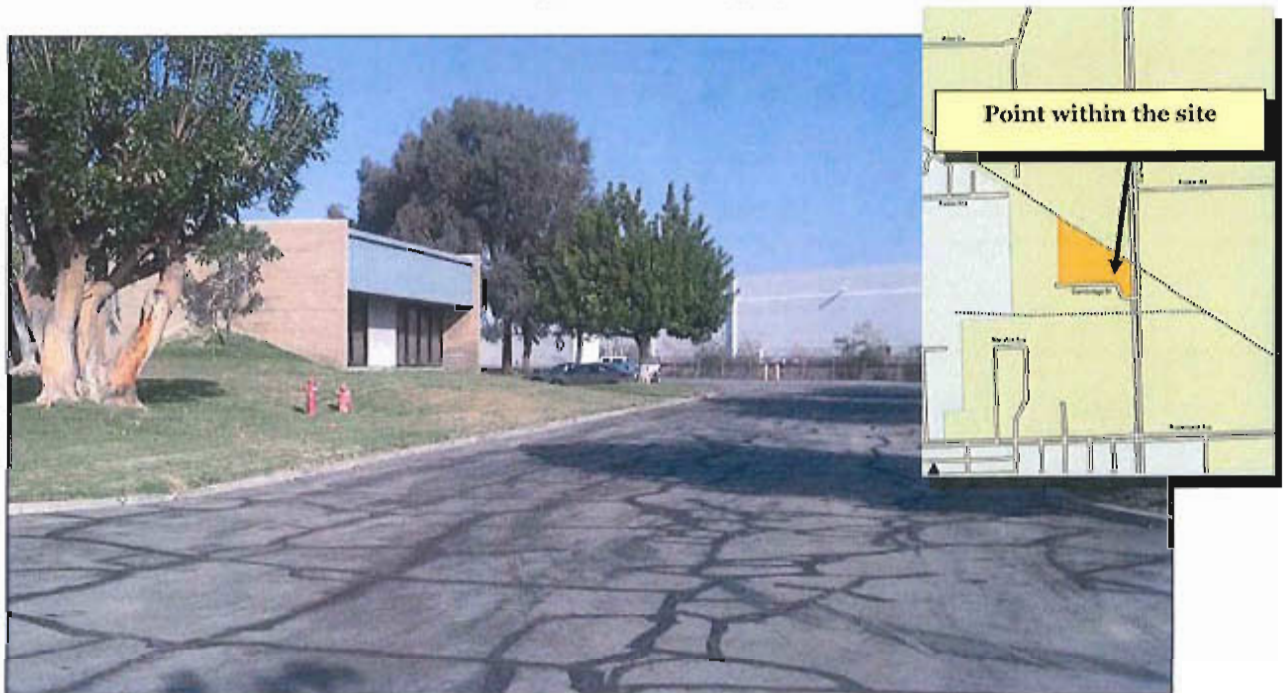


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

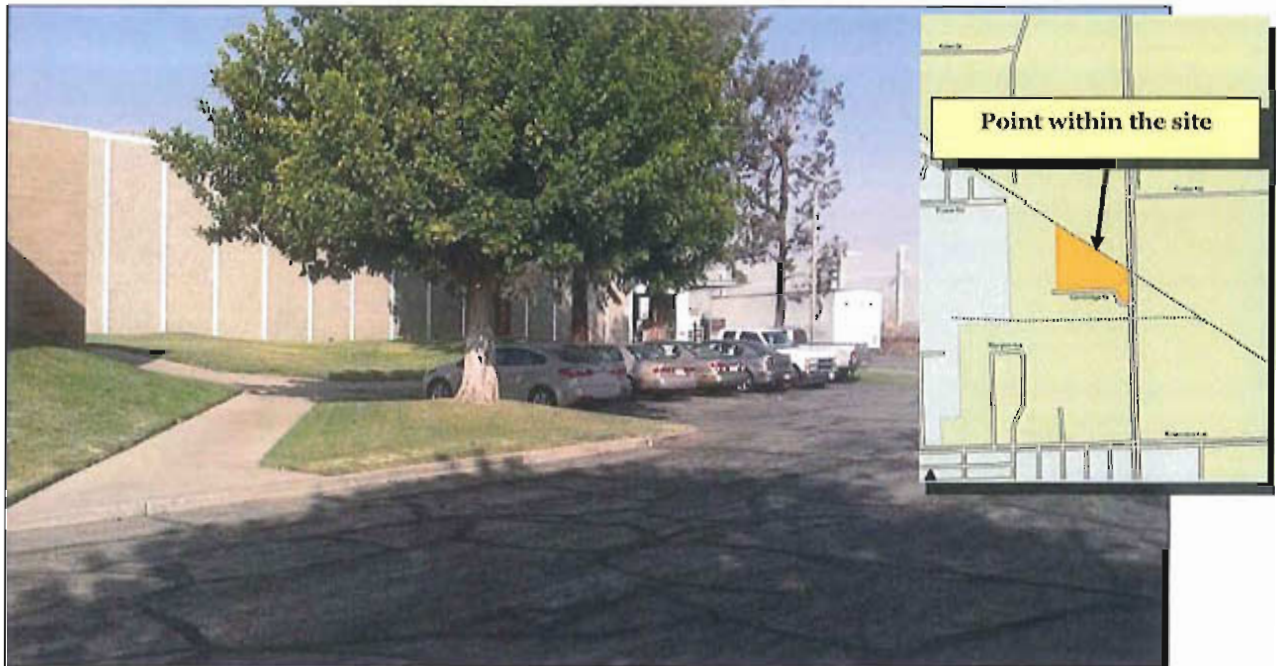


View of the existing entrance to the project site



View of the project site facing north

EXHIBIT 2-5
PHOTOGRAPHS OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

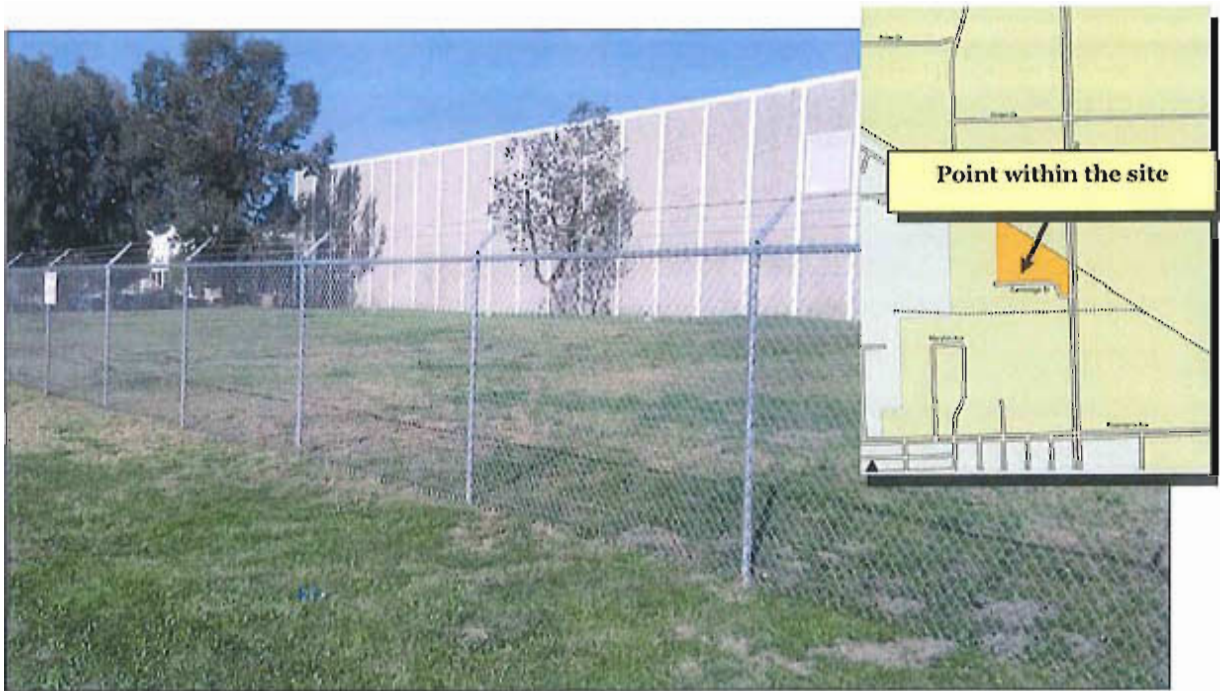


View of the existing concrete tilt-up structure and dock doors facing northwest



View of the existing parking lot facing northeast

EXHIBIT 2-6
PHOTOGRAPHS OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the existing concrete tilt-up structure and landscaping facing northwest



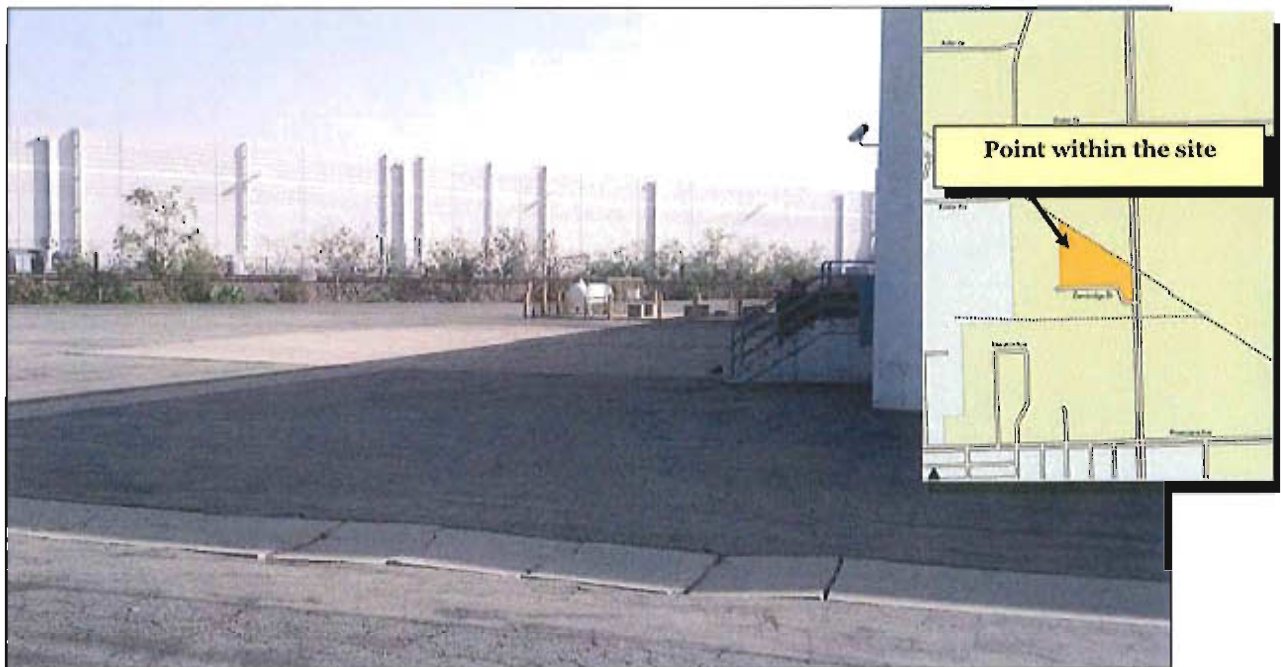
View of the existing concrete tilt-up structure and landscaping facing northeast

EXHIBIT 2-7 PHOTOGRAPHS OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



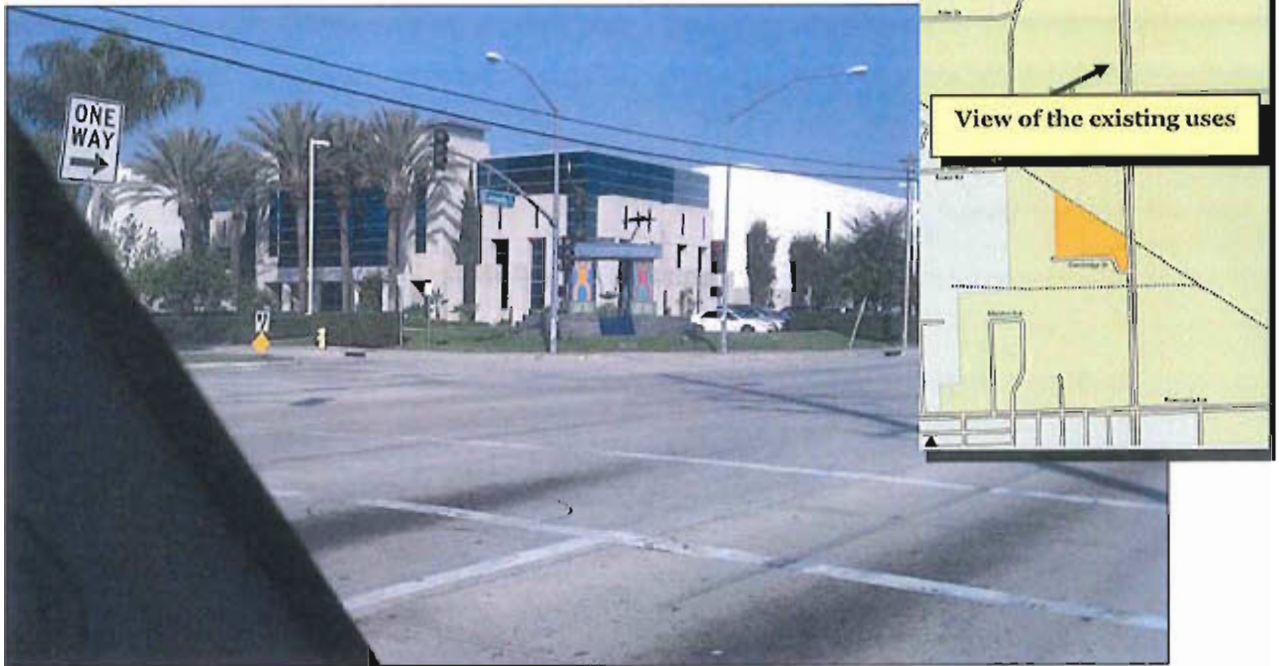
View of the existing concrete tilt-up structure and drive aisle facing northeast



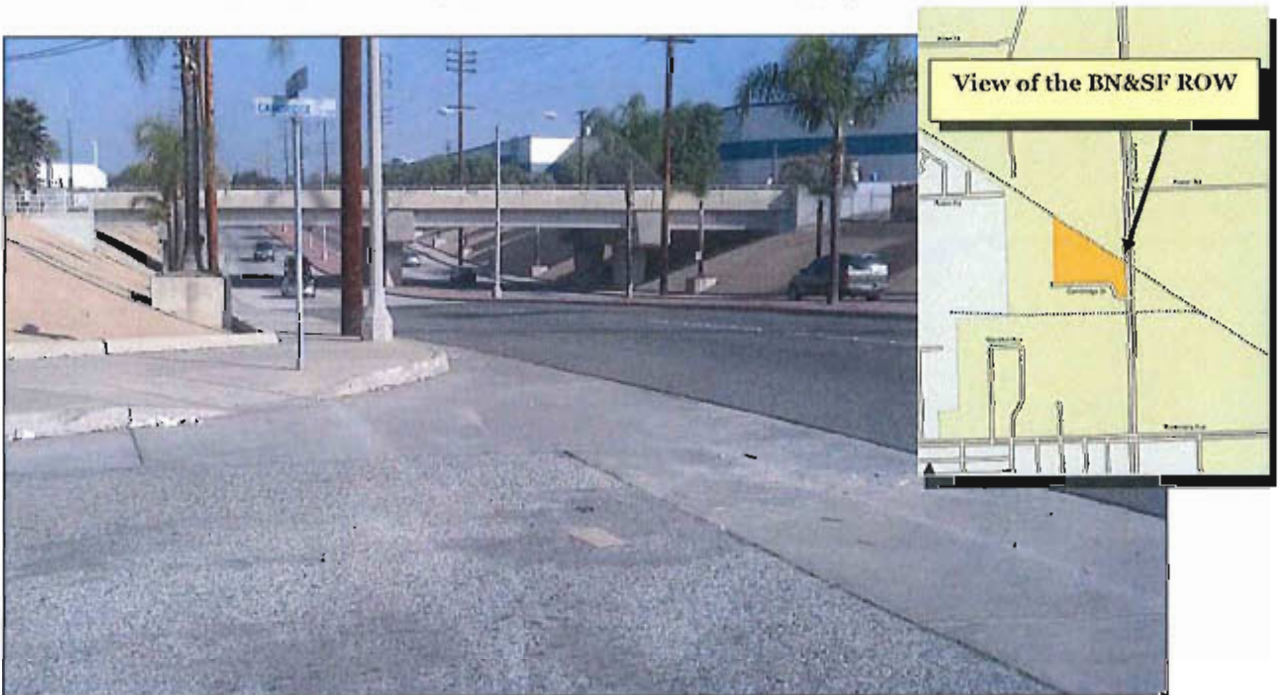
View of the existing concrete tilt-up structure, drive aisle, railroad ROW, and adjacent use facing northeast

EXHIBIT 2-8 PHOTOGRAPHS OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

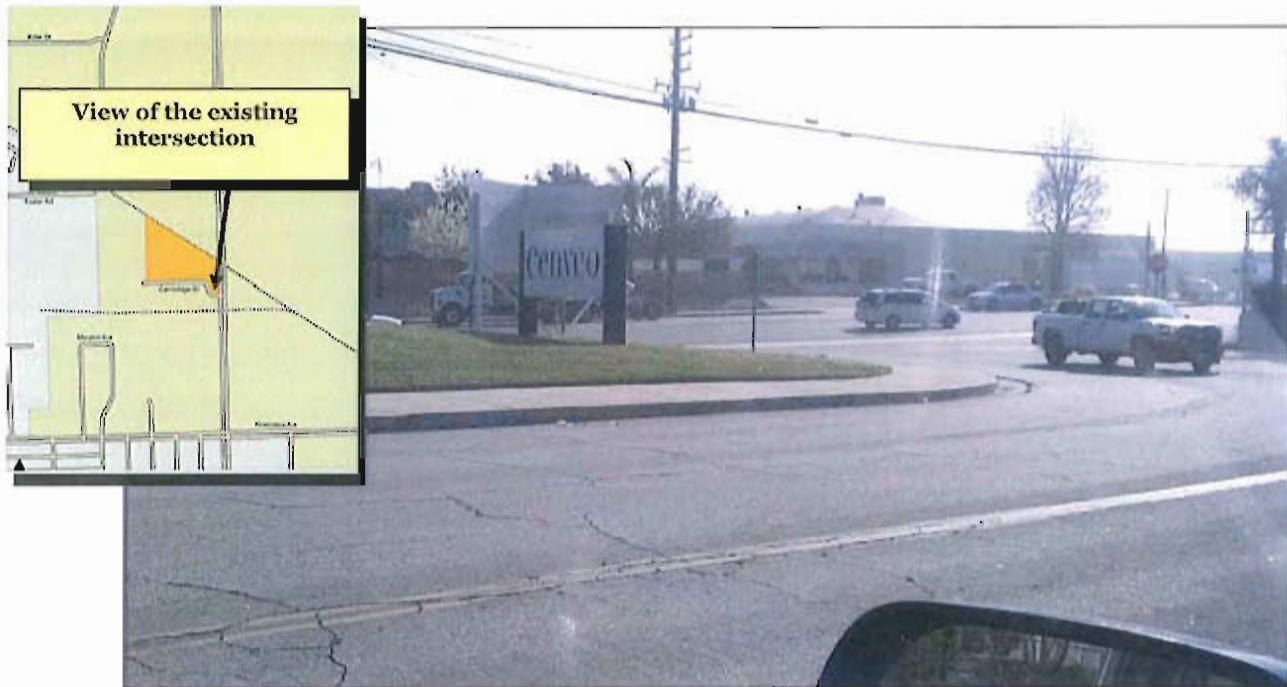


View of the existing uses located to the north of the project site

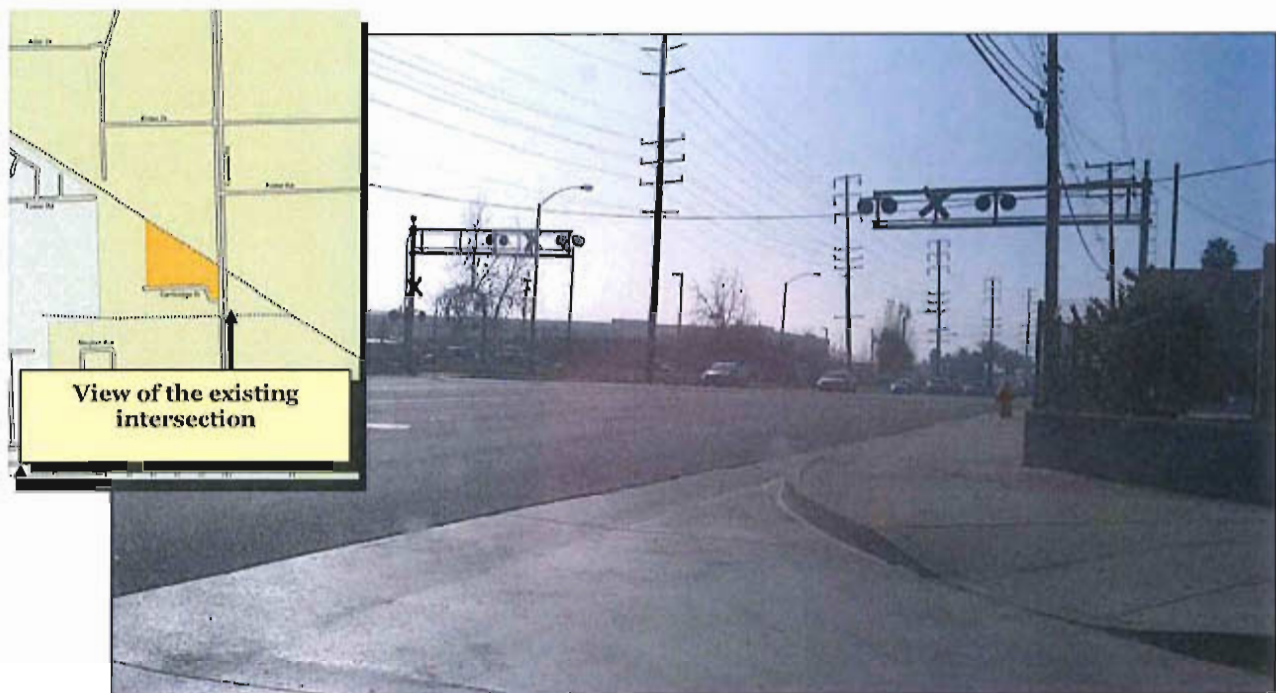


View of the existing BN & SF railroad ROW located to the north of the project site

EXHIBIT 2-9
VIEWS OF THE USES LOCATED TO THE NORTH OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

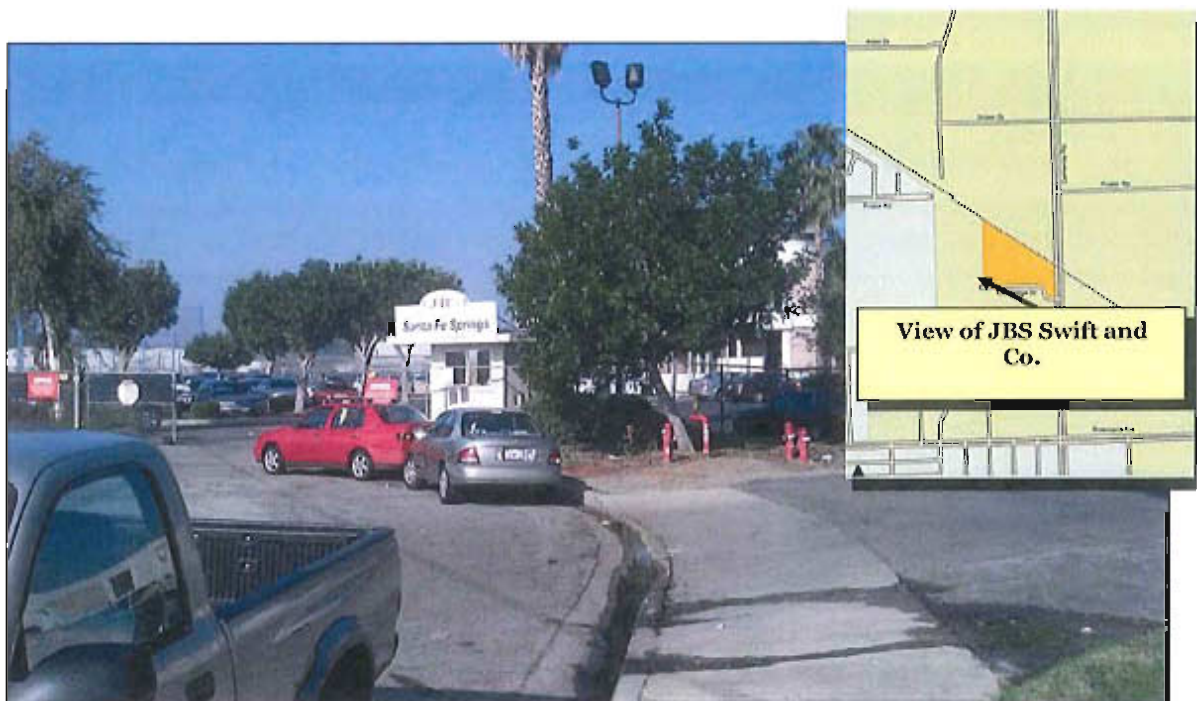


View of the intersection of Cambridge Street and Carmenita Road facing southeast



View of the intersection of Cambridge Street and Carmenita Road faeing southeast

EXHIBIT 2-10
VIEWS OF THE USES LOCATED TO THE EAST OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the existing JBS Swift and Co. facing west



View of the existing JBS Swift and Co. facing northwest

EXHIBIT 2-11
VIEWS OF THE USES LOCATED TO THE WEST OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the existing Aggreko facility facing southwest



View of the existing NorthStar Contracting Group facing south

EXHIBIT 2-12
VIEWS OF THE USES LOCATED TO THE SOUTH OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

In addition, there are portions of the property that are not fenced off; these areas are located at the southeast corner of the site and the easternmost portion of the site. The aforementioned portions of the site are covered over in grass.

Other notable uses within the vicinity of the project site include Southeast Academy High School (located approximately 1,766 feet to the west of the project site along Shoemaker Avenue), Norwalk Golf Center (located approximately 1,745 feet to the west of the project site along Shoemaker Avenue), and John Zimmerman Park (located approximately 2,032 feet to the northwest of the project site along Shoemaker Avenue).¹⁶ Major roadways in the area include Imperial Highway, located approximately 3,076 feet to the north of the project site; Carmenita Road, located to the east and adjacent to the project site; Rosecrans Avenue, located approximately 1,664 feet to the south; and Shoemaker Avenue, located approximately 1,676 feet to the west. Regional access to the project site is provided by Interstate 5, located approximately 0.83 miles to the south of the project site.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project will involve the construction of a new 184,475 square foot warehouse and will require the demolition of the existing 132,808 square foot warehouse, 4,065 square foot ancillary office, and on-site improvements. The proposed project will consist of the following elements:

- A new 184,475 square foot industrial building will be erected within the 9.69-acre project site. The proposed building will include 179,475 square feet of warehousing and 5,000 square feet of dedicated office space.¹⁷
- The building will generally be 600 feet wide and 320 feet in length. The proposed project will have a floor area ratio (FAR) of 0.44. The building's maximum height will be 45 feet.¹⁸
- The project will also involve the installation of 34 dock doors that will be located along the exterior of the proposed building. A total of eight dock doors will be provided along the project's west elevation. In addition, 21 dock doors will be provided along the project's southern elevation, while five additional dock doors will be provided along the project's eastern elevation.¹⁹
- The site plan indicates that a total of 235 parking stalls will be provided. Parking will be located within the westernmost, southern, and eastern portions of the project site. The existing landscaped area located in the southern portion of the site will be removed in order to accommodate the additional parking. The Applicant will also provide nine 12 feet by 53 feet

¹⁶ Google Earth. Site accessed February 17, 2015.

¹⁷ HPA Architecture. *Cambridge Business Center Site Plan*. Dated December 2nd, 2014.

¹⁸ Ibid.

¹⁹ Ibid.

trailer parking stalls. Two additional driveways will be installed along the north side of Cambridge Street, bringing the total to four.²⁰

- A total of 38,942 square feet will be dedicated to landscaping. Landscaping will be installed along the southern and eastern portions of the project site and within the eastern portion of the parking lot.²¹

The conceptual site plan is shown in Exhibit 2-13. Conceptual elevations are provided in Exhibit 2-14.

2.4.2 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately 11 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition.* The existing concrete tilt-up structure and on-site improvements will need to be demolished in order to accommodate the proposed project. This phase will take approximately two months to complete.
- *Grading.* During this phase, the entire project site will be graded and leveled. This phase will take approximately one month to complete and will involve approximately 10,500 cubic yards of import.
- *Site Preparation.* The project site will be prepared for the construction of the new warehouse. This phase will take approximately one month to complete.
- *Construction and Installation.* The new 184,475 square foot building will be constructed during this phase. This phase will take approximately four months to complete.
- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of the on-site improvements. This phase will last approximately three months.

2.5 PROJECT OBJECTIVES

The City of Santa Fe Springs seeks to accomplish the following objectives with this review of the proposed project:

- To minimize the environmental impacts associated with the proposed project;
- To promote infill development;

²⁰ HPA Architecture. *Cambridge Business Center Site Plan*. Dated December 2nd, 2014.

²¹ Ibid.

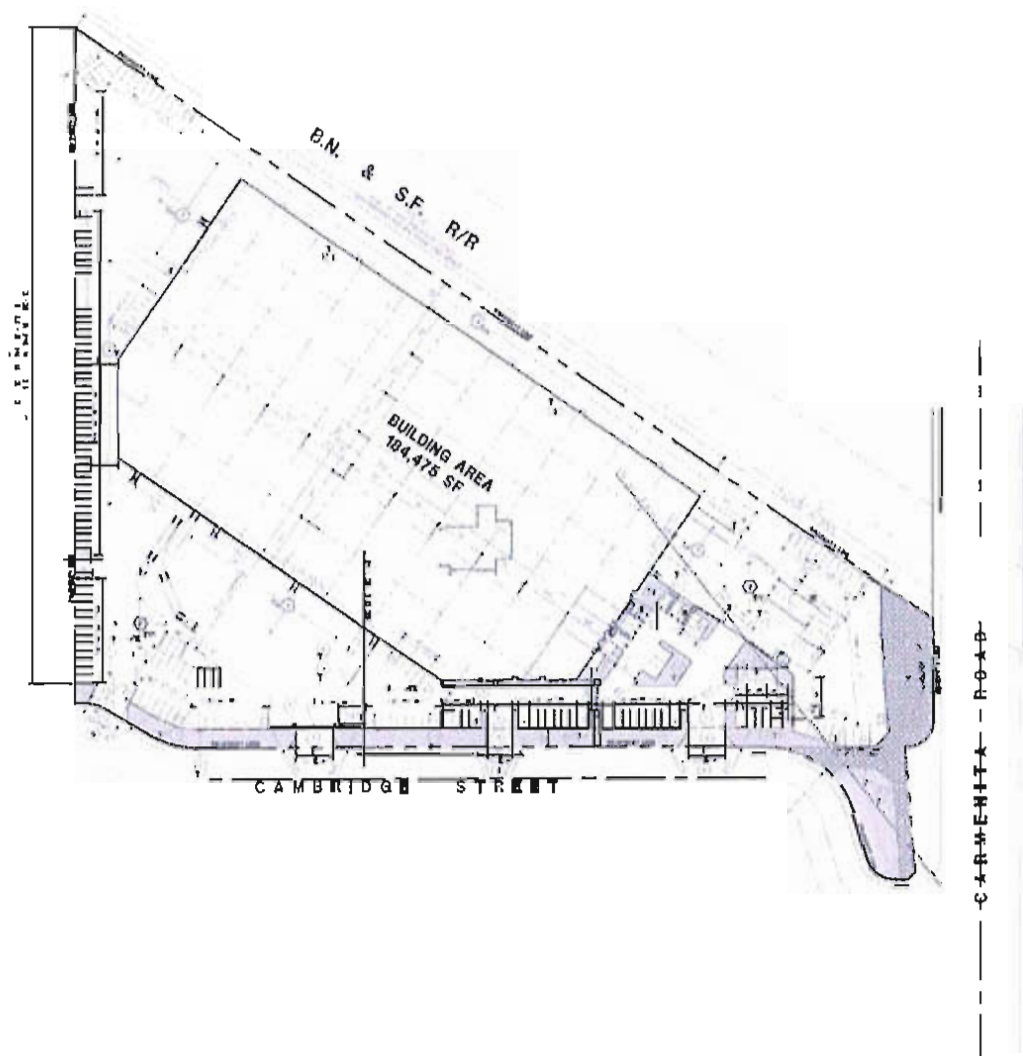


EXHIBIT 2-13
CONCEPTUAL SITE PLAN
SOURCE: HPA ARCHITECTURE

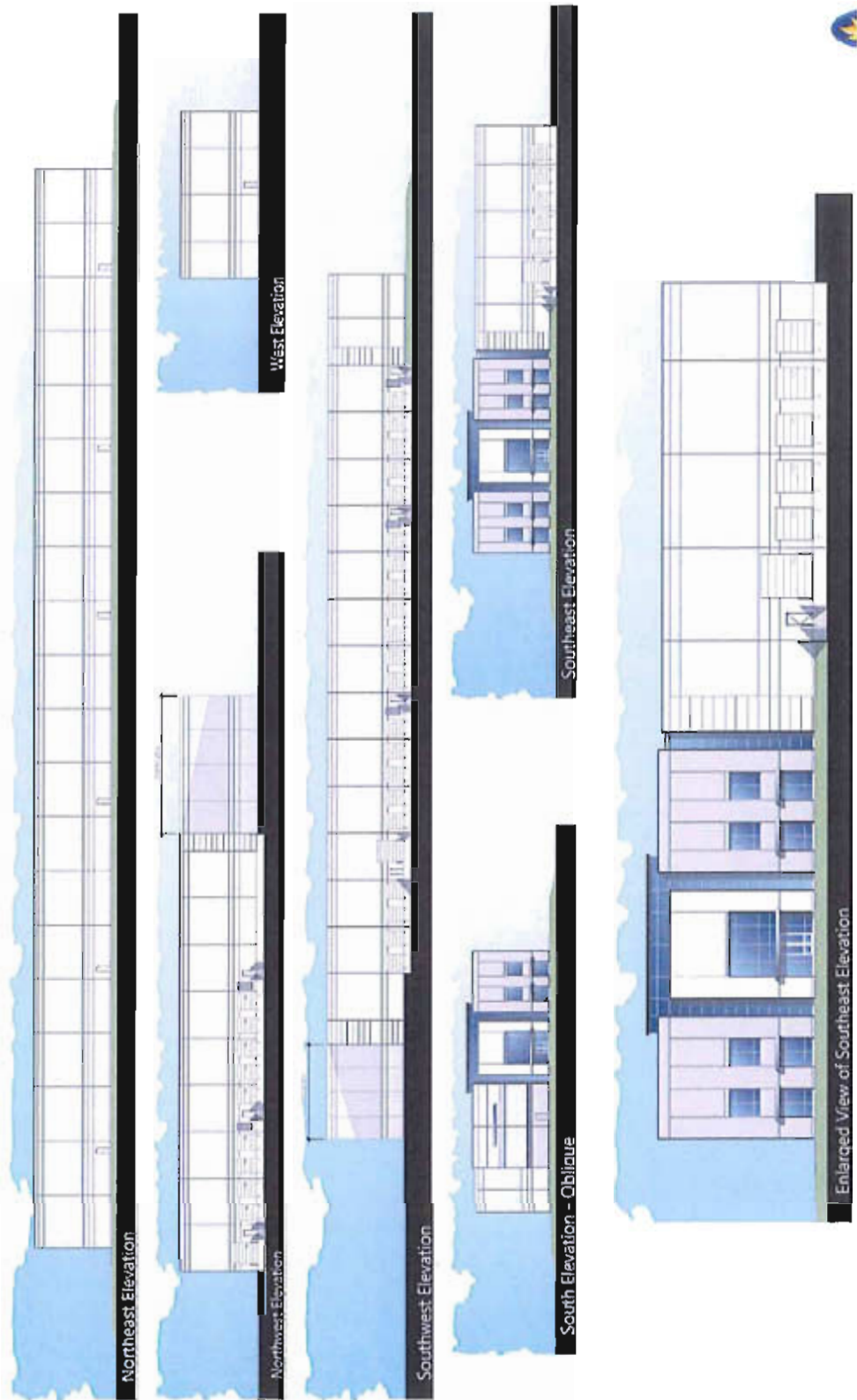


EXHIBIT 2-14
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: HPA ARCHITECTURE

- To promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development is in conformance with the policies of the City of Santa Fe Springs General Plan.

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

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

2.6 DISCRETIONARY ACTIONS

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

- A Development Plan Approval (DPA) for the new building;
- The adoption of the Mitigated Negative Declaration; and,
- The adoption of the Mitigation Monitoring and Reporting Program (MMRP).



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SECTION 3 - ENVIRONMENTAL ANALYSIS

This section of the Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

Aesthetics (Section 3.1);	Land Use and Planning (Section 3.10);
Agricultural and Forestry Resources (Section 3.2);	Mineral Resources (Section 3.11);
Air Quality (Section 3.3);	Noise (Section 3.12);
Biological Resources (Section 3.4);	Population and Housing (Section 3.13);
Cultural Resources (Section 3.5);	Public Services (Section 3.14);
Geology and Soils (Section 3.6);	Recreation (Section 3.15);
Greenhouse Gas Emissions; (Section 3.7);	Transportation and Circulation (Section 3.16);
Hazards and Hazardous Materials (Section 3.8);	Utilities (Section 3.17); and,
Hydrology and Water Quality (Section 3.9);	Mandatory Findings of Significance (Section 3.18).

The environmental analysis included in this section reflects the Initial Study Checklist format used by the City of Santa Fe Springs in its environmental review process (refer to Section 1.3 herein). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact.* The proposed project *will not* have any measurable environmental impact on the environment.
- *Less Than Significant Impact.* The proposed project *may have* the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of Santa Fe Springs or other responsible agencies consider to be significant.
- *Less Than Significant Impact with Mitigation.* The proposed project *may have* the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.
- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

This Initial Study will assist the City in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

3.1 AESTHETICS

3.1.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse affect on a scenic vista? • No Impact.

The proposed project involves the construction of a 184,475 square foot industrial warehouse along the north side of Cambridge Street. The new building will be 45 feet in height at its highest point. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains. Current development restricts views of the aforementioned scenic vistas from both sides of the street. In addition, the building will be generally equal in height to the current building; therefore, no change regarding the impacts of the proposed project on scenic vistas will occur. The proposed project will replace the existing building and yield an increase of 47,602 square feet over the existing floor area. Since the two buildings will be similar in height, with the new building containing a greater amount of floor area than the existing use, no impacts are anticipated to occur.

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

The project site is currently occupied by a 132,808 square foot warehouse with 4,065 square feet of ancillary office space. The vegetation and trees that are present on-site consist of species that are most commonly found in an urban environment, either as ornamental landscaping or as unmaintained ruderal vegetation. The project site is developed and there are no remaining natural rock outcroppings present on-site.²² In addition, there are no historic buildings present on-site (refer to Section 3.5). According to the California Department of Transportation (Caltrans), neither Cambridge Street, nor Carmenita Road are designated scenic highways and there are no State or County designated scenic highways in the vicinity of

²² Blodgett/Baylosis Environmental Planning. Site Survey. Survey was conducted on February 6, 2015.

the project site.²³ As a result, no impacts on scenic resources will result from the proposed project's implementation.

C. Would the project result in a substantial degradation of the existing visual character or quality of the site and its surroundings? • No Impact.

The building that currently occupies the project site is older and the quality of the building's exterior has begun to decline. In addition, the landscape areas contain dead and dying grass and pavement throughout the site is cracking and wearing. Once constructed, the proposed project will improve the quality of the site and the surrounding areas because the proposed project will feature modern architecture and new landscaping. Overall, the proposed project will be incorporated into the larger Golden Springs Development's 5.5 million square foot business park. The aforementioned business park's boundaries extend from Imperial Highway to the BN&SF Railroad from north and south, and Shoemaker Avenue to Marquardt Avenue from west to east. The project's modern design and architecture will complement the newer industrial buildings and warehouses owned by Golden Springs Development. As a result, no impacts are anticipated.

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

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The single family neighborhood located approximately 437 feet to the northwest contains light sensitive receptors.²⁴ Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

- The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.
- An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning Department, Police Services Department, and the Chief Building Official.

The mitigation identified above would reduce the potential impacts to levels that are less than significant.

²³ California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

²⁴ Google Earth. Site accessed February 17, 2015.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. The proposed project will not restrict scenic views along Cambridge Street, damage or interfere with any scenic resources or highways, or degrade the project site and surrounding areas. However, the proposed project has the potential to create unwanted glare and light trespass. The mitigation measures discussed in Sections 3.1.2.D will reduce any potential impacts to levels that are less than significant.

3.1.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts related to aesthetics and views are anticipated with adherence to existing regulations and requirements. However, due to the presence of light sensitive receptors in the vicinity of the project site, the following mitigation measures are required to reduce potential impacts to levels that are less than significant:

Mitigation Measure No. 1 (Aesthetics). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Planning and Development Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 2 (Aesthetics). An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning and Development Department, Police Services Department, and the Chief Building Official.

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

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

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation, the City of Santa Fe Springs does not contain any areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.²⁵ The project site is currently developed in industrial uses and contains no agricultural uses and/or activities. As a result, no impacts on prime farmland soils will occur with the implementation of the proposed project.

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

The project site is currently zoned as M-2 (Heavy Manufacturing), which permits any principal permitted use within the M-1, M-2, and M-L zone. According to the City's zoning code, agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer, are listed as a permitted use within the M-1 zone.²⁶ The proposed project will not require a zone change and no loss in land zoned for/or permitting agricultural uses will occur. In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act

²⁵ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *Important Farmland in California 2010*. http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2010/fmmp2010_08_11.pdf.

²⁶ City of Santa Fe Springs Municipal Code, Title XV, Land Usage, Chapter 155, Code 155.211 Principal Permitted Uses.

Contract.²⁷ As a result, no impacts on existing Williamson Act Contracts will result from the proposed project's implementation.

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

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City (refer to Exhibit 3-1). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not specifically provide for any forest land preservation.²⁸ As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

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

No forest lands are located within the vicinity of the project site. As a result, no loss or conversion of forest lands will result from the proposed project's implementation.

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

The proposed project's implementation will not result in the conversion of any existing farm lands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the implementation of the proposed project would not result in any significant adverse impacts on these resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation and no mitigation is required.

²⁷ California Department of Conservation, *State of California Williamson Act Contract Land*.
http://ftp.consrv.ca.gov/pub/dlrp/WA/2012%20Statewide%20Map/WA_2012_8x11.pdf

²⁸ City of Santa Fe Springs, *Santa Fe Springs General Plan* and the Santa Fe Springs Municipal Code, Chapter 155.

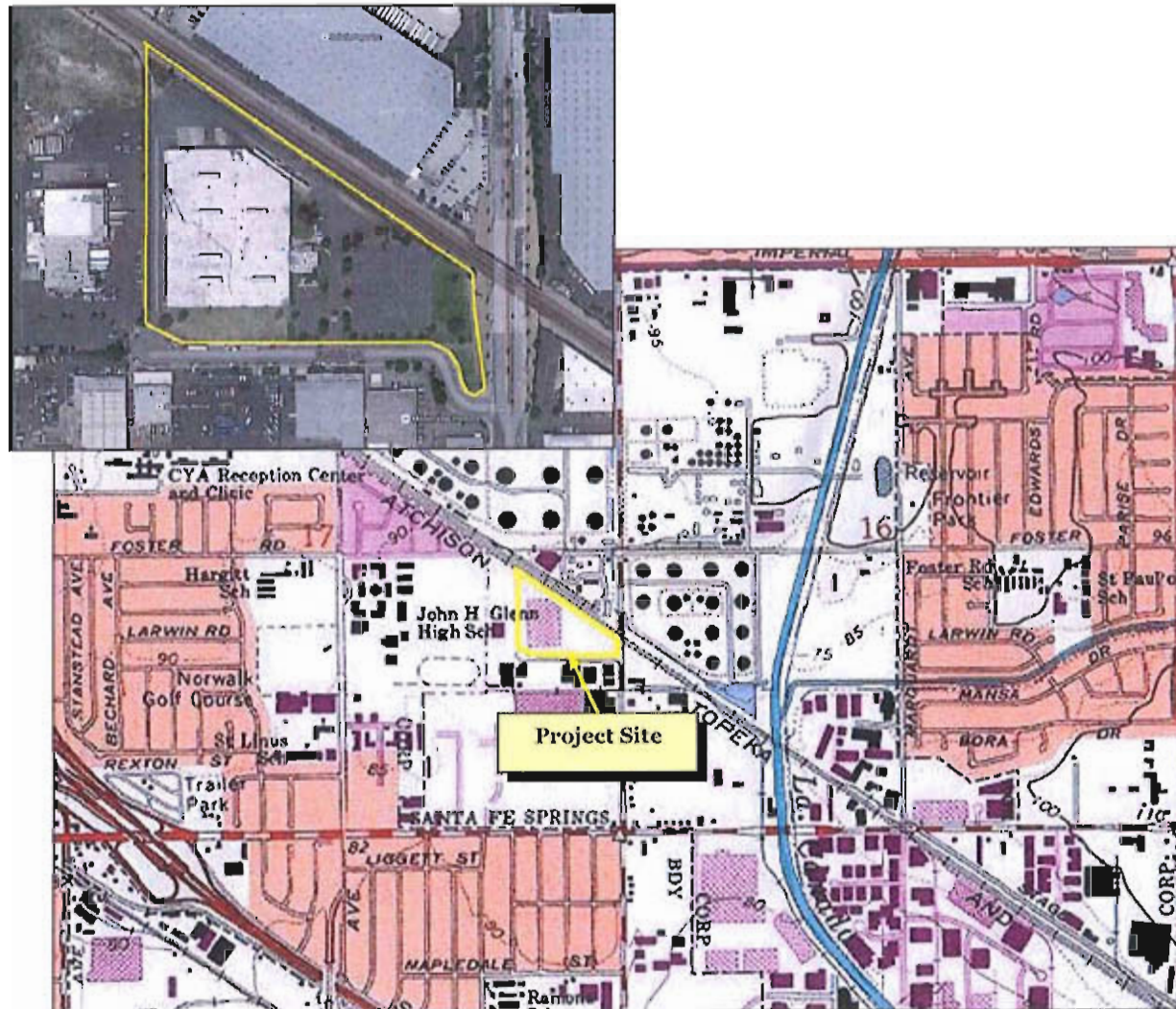


EXHIBIT 3-1
LAND COVERAGE AND LAND USE MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

3.3 AIR QUALITY

3.3.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with or the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to an existing or projected air quality violation;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O₃)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O₃ is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)*, a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO₂)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO₂ is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide (SO₂)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM₁₀ and PM_{2.5}* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds of reactive organic compounds;
- 55 pounds of nitrogen dioxide;
- 550 pounds of carbon monoxide;
- 150 pounds of PM₁₀; or,
- 150 pounds of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project area is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.²⁹ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).³⁰ The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).³¹ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³²

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

²⁹ South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted June 2007.

³⁰ Ibid.

³¹ Ibid.

³² South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.³³

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Tables 3-1 and 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Santa Fe Springs. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Comprehensive Plan (RCP) prepared by the Southern California Association of Governments (SCAG) are considered consistent with the AQMP growth projections, since the RCP forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.³⁴ A total of 184 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area and is well within SCAG's employment projections for the City of Santa Fe Springs and the proposed project will not violate Consistency Criteria 2. As a result, no impacts related to the implementation of the AQMP are anticipated.

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

The entire project construction period is expected to last for approximately 11 months (refer to Section 2.4.2) and would include the site preparation, erection of the new warehouse, and the finishing of the project (pavement areas, painting, and installation of landscaping). The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V. 2013.2.2). The assumptions regarding the construction phases and the length of construction followed those identified herein in Section 2.4.2. As shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

**Table 3-1
Estimated Daily Construction Emissions**

Construction Phase	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition (on-site)	4.50	48.36	36.07	0.03	5.42	2.73
Demolition (off-site)	0.07	0.09	1.14	--	0.16	0.04
Total Demolition Phase	4.57	48.45	37.21	0.03	5.58	2.77
Site Preparation (on-site)	5.26	56.88	42.63	0.03	21.15	12.77
Site Preparation (off-site)	0.08	0.11	1.37	--	0.20	0.05
Total Site Preparation	5.34	56.99	44.00	0.03	21.35	12.82

³³ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

³⁴ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.

**Table 3-1
Estimated Daily Construction Emissions (continued)**

Construction Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading (on-site)	3.83	40.41	26.67	0.02	8.83	5.50
Grading (off-site)	0.07	0.09	1.14	--	0.16	0.04
Total Grading	3.90	40.50	27.81	0.02	8.99	5.54
Building Construction 2015 (on-site)	3.65	30.02	18.74	0.02	2.11	1.99
Building Construction 2015 (off-site)	1.01	5.27	14.05	0.02	1.68	0.51
Total Building Construction	4.66	35.29	32.79	0.04	3.79	2.50
Building Construction 2016 (on-site)	3.40	28.50	18.50	0.02	1.96	1.84
Building Construction 2016 (off-site)	0.90	4.68	12.79	0.02	1.67	0.49
Total Building Construction	4.30	33.18	31.29	0.02	3.63	2.33
Paving (on-site)	2.32	22.38	14.81	0.02	1.26	1.16
Paving (off-site)	0.06	0.08	1.04	--	0.16	0.04
Total Paving	2.38	22.46	15.85	0.02	1.42	1.20
Architectural Coatings (on-site)	39.82	2.37	1.88	--	0.19	0.19
Architectural Coatings (off-site)	0.10	0.12	1.59	--	0.25	0.07
Total Architectural Coatings	39.92	2.49	3.47	--	0.44	0.26
Maximum Daily Emissions (2016)	39.92	33.18	31.29	0.05	3.63	2.34
Daily Thresholds	75	100	550	150	150	55

The estimated daily construction emissions (shown in Table 3-1) assume compliance with applicable SCAQMD rules and regulations for the control of fugitive dust and architectural coating emissions, which include, but are not limited to, water active grading of the site and unpaved surfaces at least three times daily, daily clean-up of mud and dirt carried onto paved streets from the site, and use of low VOC paint.

Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational. These impacts will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod V. 2013.2.2 computer model. Table 3-2 (shown below), depicts the estimated operational emissions generated by the proposed project.

**Table 3-2
Estimated Operational Emissions in lbs/day**

Emission Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area-wide (lbs/day)	6.69	--	0.04	--	--	--
Energy (lbs/day)	--	0.04	0.03	--	--	--
Mobile (lbs/day)	2.05	6.65	27.02	0.06	4.44	1.25
Total (lbs/day)	8.76	6.70	27.10	0.06	4.45	1.25
Daily Thresholds	55	55	550	150	150	55

As indicated in Table 3-2, the projected long-term emissions are below thresholds considered to represent a significant adverse impact. Since the project area is located in a non-attainment area for ozone and particulates, the following measures will be applicable to the proposed project as a means to mitigate potential construction emissions:

- All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.
- The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.
- All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.
- The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Planning and Development Department.
- The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.
- The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

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

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

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic travelling to and from the proposed project. While the proposed project would result in additional vehicle trips, there would be a regional benefit in terms of a reduction in vehicle miles traveled (VMT) because it is an infill project that is consistent with the regional and the State's sustainable growth objectives.

Finally, the proposed project would not exceed these adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Subsection A). As a result, the potential cumulative air quality impacts are deemed to be less than significant related to the generation of criteria pollutants.

- D. *Would the project expose sensitive receptors to substantial pollutant concentrations? • No Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.³⁵ These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site is John H. Glenn High School, located approximately 394 feet to the northwest of the project site.³⁶ The location and extent of the aforementioned sensitive receptors is shown in Exhibit 3-2. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction and operations; PM₁₀ emissions from construction and operations; and PM_{2.5} emissions from construction and operations.

The use of the "look-up tables" is permitted since each of the construction phases will involve the disturbance of less than five acres of land area. As indicated in Table 3-3, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables provided by the SCAQMD. For purposes of the LST analysis, the receptor distance used was 100 meters. As indicated in the table, the proposed project will not exceed any LSTs based on the information included in the Mass Rate LST Look-up Tables.

³⁵ South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. 2004 (as amended).

³⁶ Google Earth. Site accessed February 6th, 2016.

Table 3-3
Local Significance Thresholds Exceedance SRA 5

Emissions	Project Emissions* (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO ₂	90.18	Construction	172	165	176	194	244
NO ₂	6.70	Operations	172	165	176	194	244
CO	75.30	Construction	1,480	1,855	2,437	3,897	9,312
CO	27.10	Operations	1,480	1,855	2,437	3,897	9,312
PM ₁₀	4.45	Operations	4	10	16	23	49
PM ₁₀	24.99	Construction	7	21	39	74	182
PM _{2.5}	1.25	Operations	2	3	4	8	25
PM _{2.5}	15.17	Construction	7	10	18	39	120

* Project emissions include the sum of the daily construction emissions totals for the years 2015 and 2016.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion. Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F).

The SCAQMD stated in its CEQA Handbook that a CO hotspot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. When considering the traffic generated by the existing use, the net increase in traffic will be 184 daily trip ends, 15 AM peak hour trips, and 17 PM peak hour trips. This additional peak hour traffic will not degrade any local intersection's level of service (LOS E or F). In addition, project-generated traffic will not result in the creation of a carbon monoxide *hot spot*. As a result, no impacts on sensitive receptors are anticipated.

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

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.³⁷ The proposed project will be involved in general warehousing and distribution uses. Given the nature of the intended use, no impacts related to odors are anticipated with the proposed project.

³⁷ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

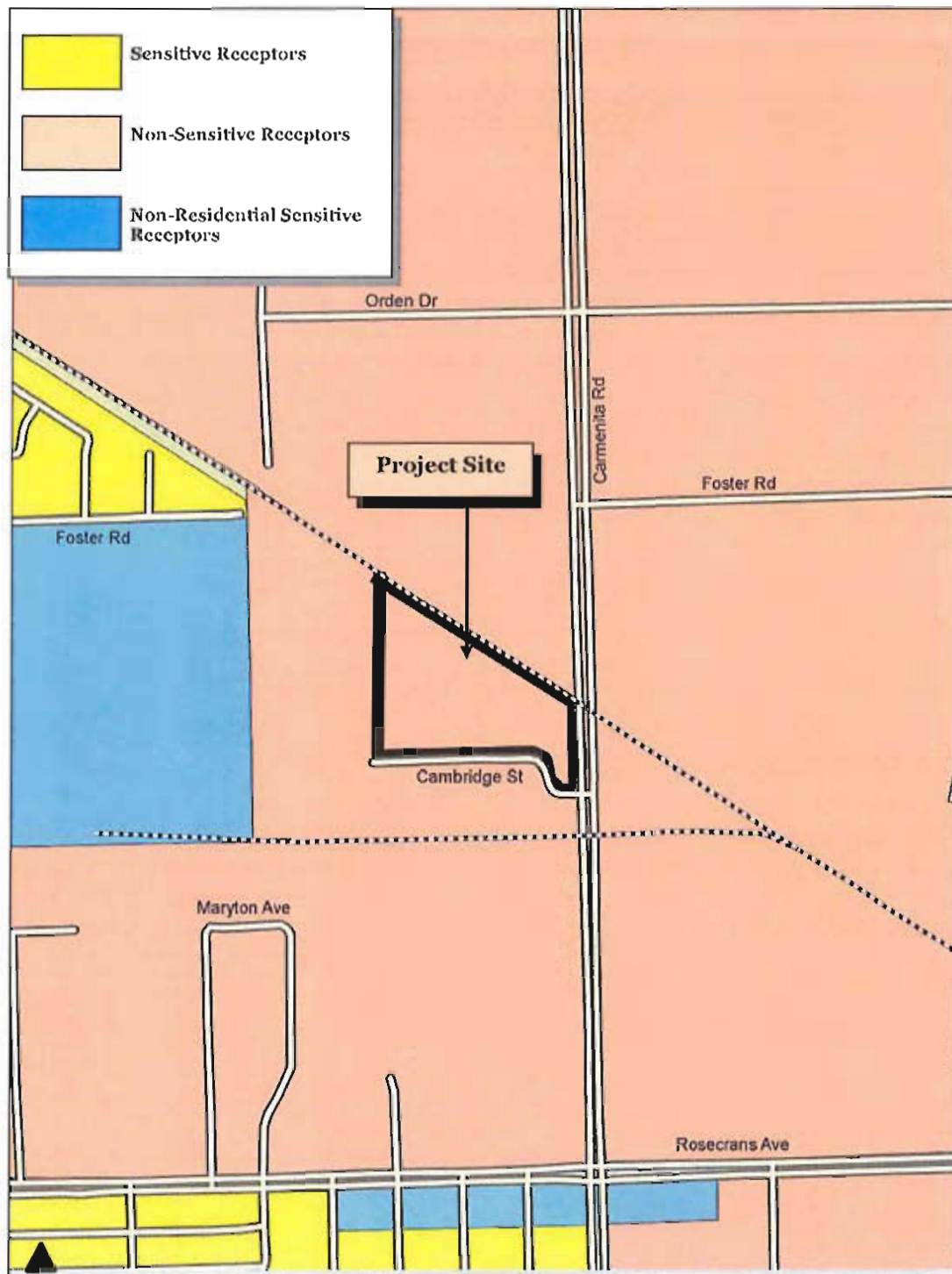


EXHIBIT 3-2
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

3.3.3 CUMULATIVE IMPACTS

The proposed project's short-term construction emissions will be well below thresholds that are considered to represent a significant adverse impact. The operational emissions will not significantly change from the existing levels since the proposed project will not lead to the generation of any airborne emissions.

3.3.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential construction related air quality emissions are mitigated:

Mitigation Measure No. 3 (Air Quality). All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 4 (Air Quality). The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure No. 5 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 6 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 7 (Air Quality). The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Planning and Development Department.

Mitigation Measure No. 8 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

Mitigation Measure No. 9 (Air Quality). The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

3.4 BIOLOGICAL RESOURCES

3.4.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- A substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;
- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDDB) Bios Viewer for the Whittier Quadrangle indicated that there are 7 threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is located within the Whittier Quadrangle).³⁸ These species include:

- The *Coastal California Gnatcatcher* is not likely to be found on-site due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal

³⁸ California Department of Fish and Wildlife. Bios Viewer. <https://map.dfg.ca.gov/bios/?tool=cnddbQuick>

sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.³⁹

- The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.⁴⁰ As a result, it is not likely that any least Bell's vireos will be encountered during on-site construction activities.
- The *Santa Ana Sucker* will not be found on-site because the Santa Ana sucker is a fish and there are no bodies of water present on-site.⁴¹
- The *bank swallow* populations located in Southern California are extinct.⁴²
- The *willow flycatcher's* habitat consists of marsh, brushy fields, and willow thickets.⁴³ These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh and natural hydrologic features.
- The *western yellow-billed cuckoo* is an insect eating bird found in riparian woodland habitats. The likelihood of encountering a western yellow-billed cuckoo is slim due to the level of development present within the project site and in the surrounding areas. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of western yellow-billed cuckoos.⁴⁴
- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.⁴⁵ As indicated previously, the project site is located in the midst of an urban area and is currently developed. There are no bodies of water located on-site that would be capable of supporting populations of California orcutt grass.

The proposed project will have no impact on the aforementioned species because the project site is located in the midst of an urban area. The project site and surrounding areas are not conducive for the survival of the aforementioned species due to the lack of suitable habitat. As a result, no impacts on any candidate, sensitive, or special status species will result from proposed project's implementation.

³⁹ Audubon. *California Gnatcatcher*. <http://birds.audubon.org/species/calang>

⁴⁰ California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm

⁴¹ Blodgett/Daylosis Environmental Planning. Site survey. Survey was conducted on February 6th, 2015.

⁴² California Partners in Flight Riparian Bird Conservation Plan. *BANK SWALLOW (Riparia riparia)*. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html

⁴³ Audubon. *Willow flycatcher*. <http://birds.audubon.org/birds/willow-flycatcher>

⁴⁴ US Fish and Wildlife Service. *Sacramento Fish and Wildlife Office, Public Advisory*. http://www.fws.gov/sacramento/outreach/Public-Advisories/WesternYellow-BilledCuckoo/outreach_PA_Western-Yellow-Billed-Cuckoo.htm

⁴⁵ Center for Plant Conservation. *Orcuttia Californica*. http://www.centerforplantconservation.org/collection/cpc_viewprofile.asp?CPCNum=3038

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

A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper indicated that there are no wetlands or riparian habitat present on-site or in the adjacent properties. In addition, there are no designated “blue line streams” located within the project site (refer to Exhibit 3-3). As a result, no impacts on natural or riparian habitats will result from the proposed project’s implementation.

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

As indicated in the previous subsection, the project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat.⁴⁶ The project area is located in the midst of an urbanized setting. As a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

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

The project site has no utility as a wildlife migration corridor because the site is currently developed and located in the midst of an urban area. According to the Los Angeles County Department of Regional Planning, a wildlife corridor may be defined as:

“Areas of open space of sufficient width to permit larger, more mobile species (such as foxes, bobcats and coyote) to pass between larger areas of open space, or to disperse from one major open space region to another are referred to as “wildlife corridors.” Such areas generally are several hundred feet wide, unobstructed, and usually possess cover, food, and water.”⁴⁷

The project site and surrounding areas have been previously disturbed to accommodate the current level of development and retain little to none of the characteristics of the native environment. The site is currently occupied by a 132,808 square foot warehouse with 4,065 square feet of ancillary office space and a paved parking area.⁴⁸ In addition, the site abuts a highly travelled roadway (Carmenita Road) and is exposed to noise generated from vehicular traffic. The aforementioned conditions restrict the site’s utility as a migration corridor because the site lacks adequate suitable habitat. In addition, there are no natural open space areas present within the project site and adjacent properties. As a result, no impacts are anticipated.

⁴⁶ U.S. Fish and Wildlife Service. *Wetlands Mapper*. <http://www.fws.gov/Wetlands/data/Mapper.html>

⁴⁷ Los Angeles County Department of Regional Planning. *Significant Ecological Areas*. http://planning.lacounty.gov/sca/local_and_site_specific_habitat_linkages_and_wildlife_corridors

⁴⁸ Coory Engineering. A.L.T.A./A.C.S.M survey, 13341 Cambridge Street Santa Fe Springs, CA 90670. Dated January 14, 2015.

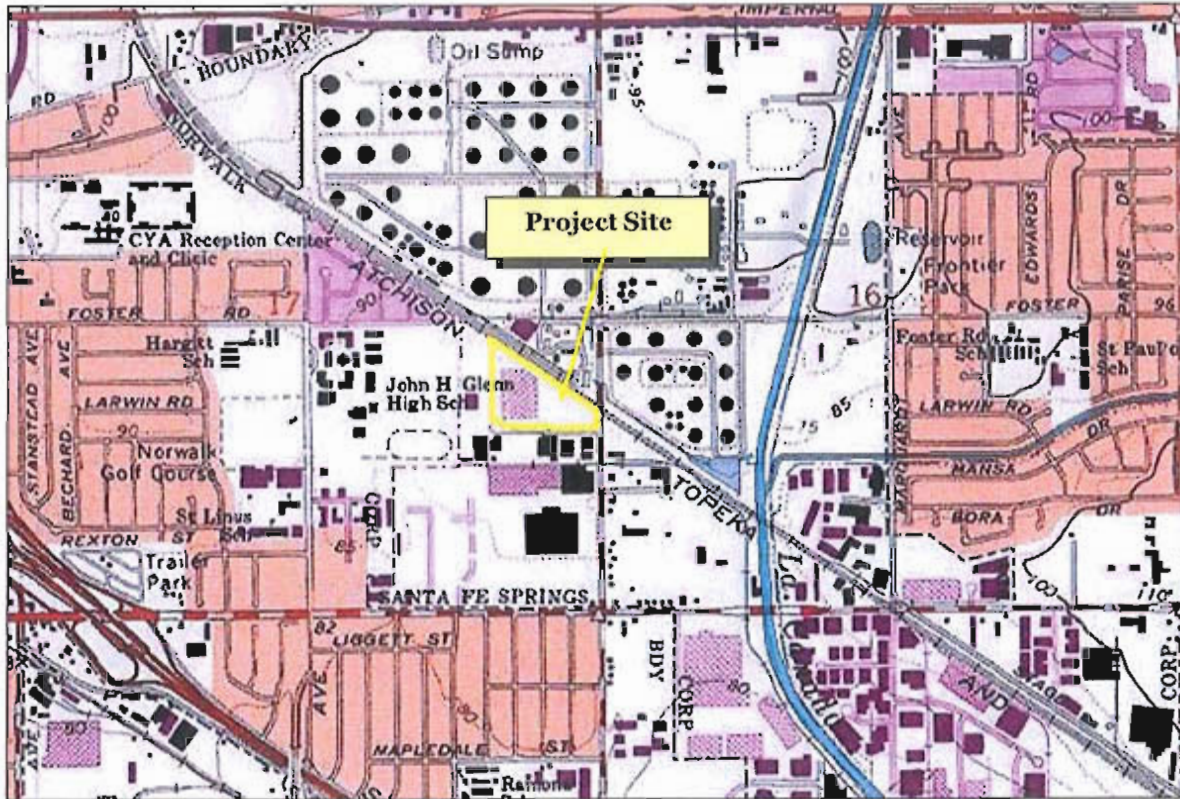


EXHIBIT 3-3
BIOLOGICAL RESOURCES - LAND COVER
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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

Title IX (General Regulations) Chapter 96 Codes 130-140 of the City of Santa Fe Springs municipal code serves as the City's "Tree Ordinance." The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right of-way (such as streets and alleys). The proposed project will not violate the City's current tree ordinance because there are no trees located within the adjacent alleyways and sidewalks; however, the proposed project will require the removal of approximately 36 trees in order to accommodate the new warehouse. The Applicant intends to provide 38,942 square feet of landscaping, thus mitigating the impacts of removing the site's vegetation. Additionally, although the landscape plans are currently conceptual, the plans call for the installation of more than 60 trees. Since no public trees will be removed to accommodate the proposed project, no impacts will occur.

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

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan because the proposed project is located in the midst of an urban area. In addition, the Sycamore and Turnbull Canyons Significant Ecological Area (SEA #44) is the closest protected SEA and is located approximately 5.7 miles northeast from the project site.⁴⁹ The construction and operation of the proposed project will not affect the Sycamore and Turnbull Canyons SEA because the proposed development will be restricted to the project site. Therefore, no impacts will occur.

3.4.3 CUMULATIVE IMPACTS

The impacts on biological resources are typically site specific. The proposed project will not involve any loss of protected habitat. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts on protected plant and animal species. As result, the proposed project's implementation would not result in an incremental loss or degradation of those protected habitats found in the Southern California region. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

The analysis indicated that the proposed project would not result in any significant adverse impacts on biological resources. As a result, no mitigation measures are required.

⁴⁹ Google Earth. Site accessed February 20, 2015.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on cultural resources if it results in any of the following:

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

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.⁶⁰ To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

⁶⁰ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nhrp.focus.nps.gov>. 2010.

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;
- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure is associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.⁵¹

The project site is currently occupied by a 132,808 square foot warehouse with 4,065 square feet of ancillary office space and does not meet, or contain any structures that meet, any of the aforementioned criteria because the building was constructed in 1974.⁵² In addition, the project site is not listed on the State historic register.⁵³ There are two locations in the City that are recorded on the National Register of Historic Places: the Clarke Estate and the Hawkins-Nimocks Estate (also known as the Patricio Ontiveros Adobe or Ontiveros Adobe).⁵⁴ The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.⁵⁵ The proposed project will be limited to the project site and

⁵¹ U. S. Department of the Interior, National Park Service. National Register of Historic Places. <http://nrhp.focus.nps.gov>. 2010

⁵² Los Angeles County Assessor Parcel Viewer. Site accessed March 2nd, 2015.

⁵³ California Department of Parks and Recreation. *California Historical Resources*. <http://ohp.parks.ca.gov/ListedResources>

⁵⁴ National Park Service U.S. Department of the Interior. *National Registrar of Historic Places, Title List Display*. <http://nrhp.focus.nps.gov/natveg/home.do>

⁵⁵ U. S. Department of the Interior, National Park Service. National Register of Historic Places. [www. National register of historic places.](http://www.nationalregisterofhistoricplaces.gov)

will not affect any existing resources listed on the National Register or those identified as being eligible for listing on the National Register. As a result, no impacts are associated with the proposed project's implementation.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? • No Impact.

The greater Los Angeles Basin was previously inhabited by the Gabrielino-Tongva people, named after the San Gabriel Mission.⁵⁶ The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.⁵⁷ Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.⁵⁸ Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat*. The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.⁵⁹ The project site is currently developed and no village sites are known or suspected to be present within the project site and no significant archaeological sites are likely to be discovered during excavation activities due to the previous disturbance. As a result, no impacts on archaeological resources are anticipated from the proposed project.

C. Would the project directly or indirectly destroy a unique paleontological resource, site or unique geologic feature? • Less than Significant Impact.

The likelihood of the discovery of such materials is considered to be low due to the previous disturbance that has occurred in order to accommodate the existing development. Thus, the proposed project is not anticipated to disturb any paleontological resources and the impacts are less than significant.

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

There are two cemeteries located within five miles of the project site. The Little Lake Cemetery (operated by the Little Lake Cemetery District) is the nearest cemetery to the project site and is located approximately 2.23 miles to the northwest along Florence Avenue.⁶⁰ Paradise Memorial Park is the second closest cemetery to the project site. This cemetery is located on the east side of Pioneer Boulevard and south of Florence Avenue approximately 2.88 miles to the northwest of the project site.⁶¹ The proposed project will be restricted to the designated project site and will not affect the aforementioned cemeteries. In addition, the proposed project is not likely to disturb any on-site burials due to the level of disturbance that has occurred in order to accommodate the existing development. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

⁵⁶ Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

⁵⁷ Ibid.

⁵⁸ Rancho Santa Ana Botanical Garden. *Tongva Village Site*. <http://www.rsa.bg.org/tongva-village-site-1>

⁵⁹ McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

⁶⁰ Google Earth. Site accessed February 17, 2015

⁶¹ Ibid.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur as part of the proposed project's implementation.

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.6 GEOLOGY AND SOILS

3.6.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground-shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,
- Locating a project in, or exposing people to, potential impacts including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground-shaking, liquefaction, or landslides?* • *Less than Significant Impact.*

The City of Santa Fe Springs is located in a seismically active region (refer to Exhibit 3-4). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the City. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake.⁶²

⁶² California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>

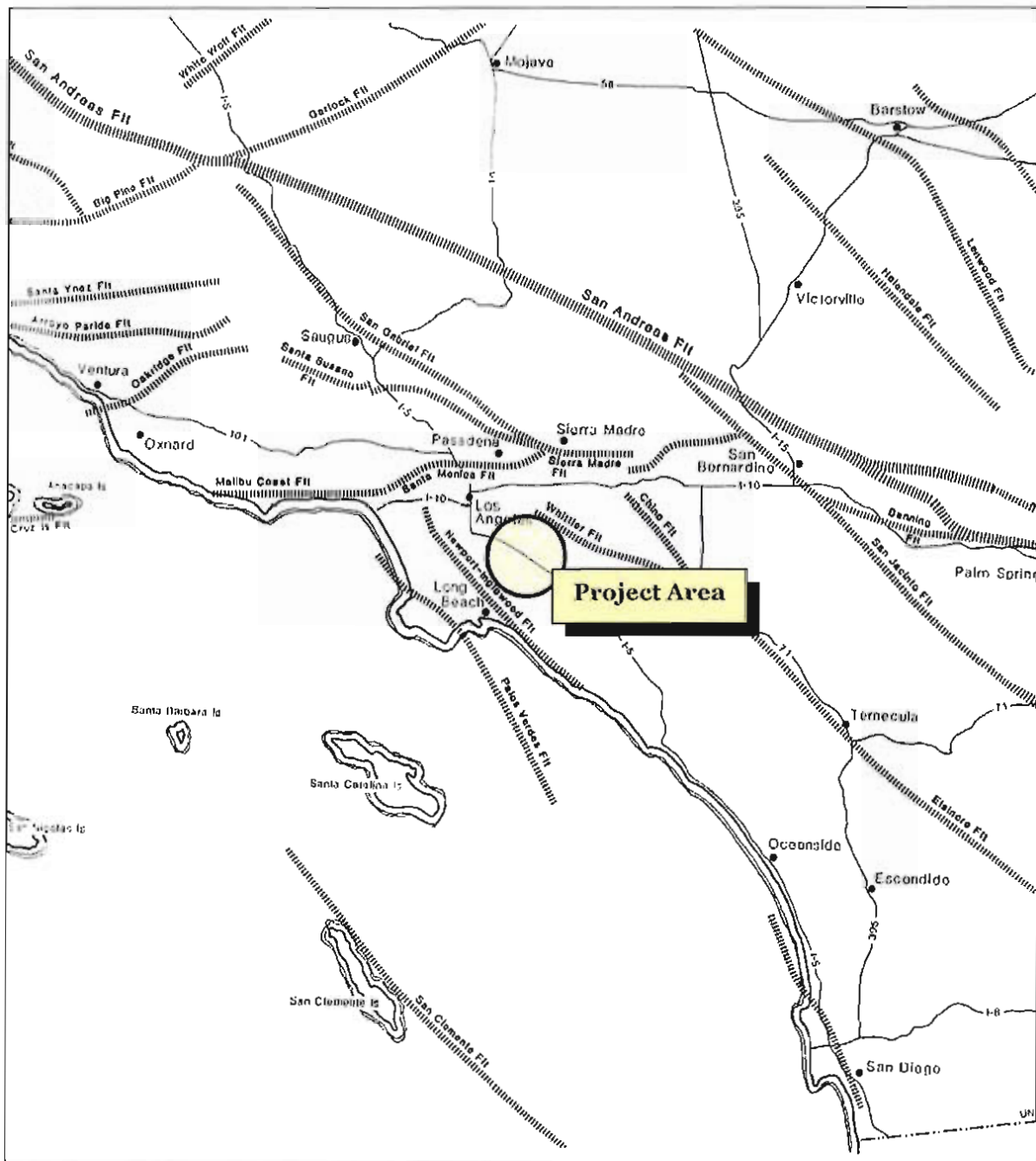


EXHIBIT 3-4
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.⁶³ A list of cities and counties subject to the Alquist-Priolo Earthquake Fault Zones is available on the State's Department of Conservation website. The City of Santa Fe Springs is not on the list.⁶⁴ However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault blind thrust fault. Although the potential impacts in regards to ground shaking are less than significant since the risk is no greater in and around the project site than for the rest of the area.

The project site is located in an area that is subject to liquefaction (refer to Exhibit 3-5). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The liquefaction risk is no greater for the project site than it is for the surrounding areas and cities; therefore, the potential impacts regarding liquefaction are anticipated to be less than significant. Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) because there are no hills or mountains located in the vicinity of the project site. As a result, the potential impacts in regards to liquefaction and landslides are less than significant since the risk is no greater in and around the project site than for the rest of the area.

B. Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? • No Impact.

According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Hanford association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some limitations.⁶⁵ Hanford soils are at a slight risk for erosion; however, the project site is currently developed and the underlying soils have been disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.⁶⁶ As a result, no impacts are anticipated to occur.

C. Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? • Less than Significant Impact.

Soils of the Hanford association underlie the project site and immediate area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for residential and industrial

⁶³ California Department of Conservation. *What is the Alquist-Priolo Act* <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx>.

⁶⁴ California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010*. <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx>

⁶⁵ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

⁶⁶ Ibid.

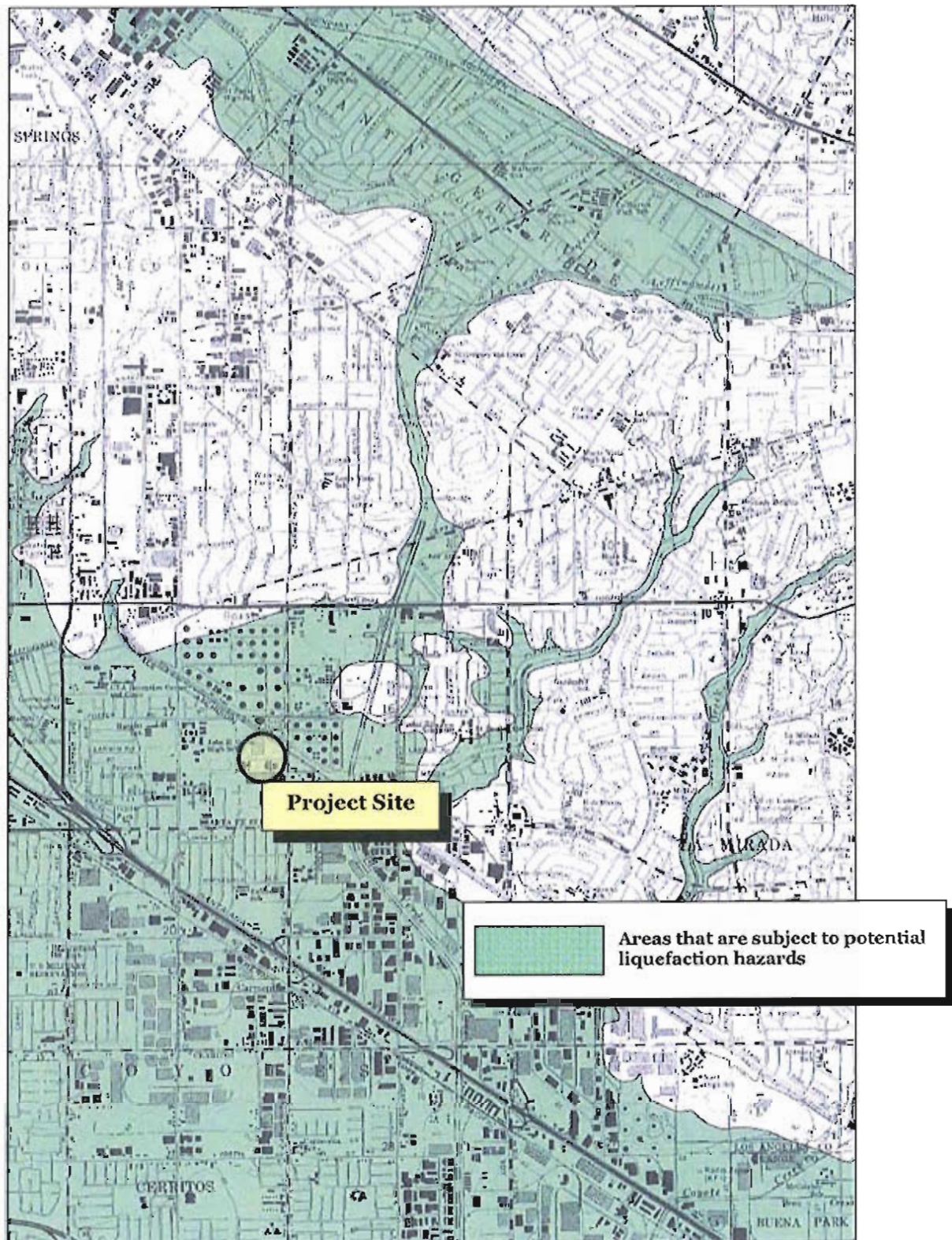


EXHIBIT 3-5 LIQUEFACTION RISK

SOURCE: CALIFORNIA GEOLOGICAL SURVEY

development.⁶⁷ The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-5). The potential for lateral spreading, subsidence, and collapse are non-existent due to the nature of the soils that underlie the project site. Lateral spreading is not anticipated to occur because prior development has compressed the native soils that underlie the project site, thus altering their native characteristics.

In addition, the project site is not prone to subsidence because subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table.⁶⁸ The soils that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.D), thus no impacts related to unstable soils and subsidence are expected. Furthermore, the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table. The site is located in an area that is subject to liquefaction; however, since the most of the City is located in a liquefaction zone, the effects are expected to be less than significant.

D. Would the project result in, or expose people to, potential impacts including location on expansive soil, as defined in Uniform Building Code (2012), creating substantial risks to life or property? • No Impact.

The soils that underlie the proposed project site belong to the Hanford soils association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.⁶⁹ Clay is not present in the composition of Hanford soils.⁷⁰ As a result, no impacts related to expansive soils are anticipated.

E. Would the project result in, or expose people to, potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? • No Impact.

The proposed project will not utilize septic tanks. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology is typically site specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. As a result, no cumulative earth and geology impacts will occur.

⁶⁷ United States Department of Agriculture, Soil Conservation Service. *Report and General Soil Map, Los Angeles County, California*. Revised 1969.

⁶⁸ Subsidence Support. *What Causes House Subsidence?* <http://www.subsidence-support.co.uk/what-causes-subsidence.html>

⁶⁹ Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential*. http://www.nrcs.usda.gov/wps/portal/nrcs/detailfull/az/soils/?cid=nrcs144p2_065083

⁷⁰ United States Department of Agriculture Soil Conservation Service. *Report and General Soil Map Los Angeles County, California*. Revised 1969.

3.6.4 MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology. As a result, no mitigation measures are required.

3.7 GREENHOUSE GAS EMISSIONS

3.7.1 THRESHOLDS OF SIGNIFICANCE

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

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

3.7.2 ENVIRONMENTAL ANALYSIS

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

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

Scientific evidence indicates there is a correlation between increasing global temperatures/climate change over the past century and human induced levels of GHG. These and other environmental changes have potentially negative environmental, economic, and social consequences around the globe. GHG differ from criteria or toxic air pollutants in that the GHG emissions do not cause direct adverse human health effects. Rather, the direct environmental effect of GHG emissions is the increase in global temperatures, which in turn has numerous impacts on the environment and humans. For example, some observed changes to include shrinking glaciers, thawing permafrost, later freezing and earlier break-up of ice on rivers and lakes, a lengthened growing season, shifts in plant and animal ranges, and earlier flowering of trees. Other, longer term environmental impacts of global warming may include a rise in sea level, changing weather patterns with increases in the severity of storms and droughts, changes to local and regional ecosystems including the potential loss of species, and a significant reduction in winter snow pack.

CEQA requires an agency to engage in forecasting "to the extent that an activity could reasonably be expected under the circumstances. An agency cannot be expected to predict the future course of governmental regulation or exactly what information scientific advances may ultimately reveal." The *CEQA Guidelines* specifically authorize lead agencies to conclude discussion of an impact if the lead agency finds that further discussion would be speculative. Further, the California Supreme Court has specifically

upheld this type of finding in a CEQA analysis when there is no accepted methodology or standard to evaluate a potential cumulative impact.

CEQA does not require an agency to evaluate an impact that is “too speculative,” provided that the agency identifies the impact, engages in a “thorough investigation” but is “unable to resolve an issue,” and then discloses its conclusion that the impact is too speculative for evaluation (*CEQA Guidelines* § 15145, Office of Planning and Research commentary). Additionally, CEQA requires that impacts be evaluated at a level that is “specific enough to permit informed decision making and public participation” with the “production of information sufficient to understand the environmental impacts of the proposed project and to permit a reasonable choice of alternatives so far as environmental aspects are concerned” (*CEQA Guidelines* § 15146, Office of Planning and Research commentary). Table 3-4 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-4, the CO₂E total for the project is 5,856.36 pounds per day or 2.65 MTCO₂E per day which is below the threshold. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO₂E for commercial projects, 3,500 tons per year for residential projects, 3,000 tons per year for mixed-use projects, and 7,000 tons per year for industrial projects. The project will generate approximately 967.25 metric tons per year of CO₂E. As a result, the impacts are under the recommended thresholds. Therefore, the project’s GHG impacts are less than significant.

**Table 3-4
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (Lbs/Day)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Construction Phase - Demolition	4,127.19	1.11	--	4,150.68
Construction Phase - Site Preparation	4,111.74	1.22	--	4,137.52
Construction Phase - Grading	3,129.01	0.93	--	3,148.63
Construction Phase - Construction (2015)	2,689.57	0.67	--	2,703.74
Construction Phase - Construction (2016)	2,669.28	0.66	--	2,683.18
Construction Phase - Paving	2,316.37	0.69	--	2,331.04
Construction Phase - Contingents	281.44	0.03	--	282.14
Long-term Area Emissions	0.09	--	--	0.09
Long-term Energy Emissions	54.10	--	--	54.43
Long-term Mobile Emissions	5,796.85	0.23	--	5,801.83
Total Long-term Emissions	5,851.05	0.23	--	5,856.36

Source: CalEEMod.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • No Impact.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in “business as usual” GHG emissions for the entire State. The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHP emissions.

As a result, no significant adverse impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are anticipated.

The proposed project would incorporate several design features that are consistent with the California Office of the Attorney General's recommended policies and measures to reduce GHG emissions. A list of the Attorney General's recommended measures and the project's conformance with each are listed in Table 3-5. The new on-site improvements will incorporate sustainable practices that include water, energy, and solid waste efficiency measures.

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

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	Compliant. The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use; and implement TDM measures.	Compliant. The proposed project will also be required to comply with the City's transportation demand management (TDM) requirements.	5%
Energy- and water-efficient buildings and landscaping through ordinances, development fees, incentives, project timing, prioritization, and other implementing tools.	Compliant. The new buildings will be required to comply with the City's low impact development (LID) guidelines where applicable. The project will be consistent with the requirements of AB-1881.	10%
Waste diversion, recycling, water efficiency, energy efficiency and energy recovery in cooperation with public services, districts and private entities.	Compliant. The project's contractors will be required to adhere to the use of sustainability practices involving solid waste disposal.	0.5%
Urban and rural forestry through tree planting requirements and programs; preservation of agricultural land and resources that sequester carbon; heat island reduction programs.	Compliant. The project will involve the installation of additional landscaping beyond that which presently exists.	0.5%
Regional cooperation to find cross-regional efficiencies in GHG reduction investments and to plan for regional transit, energy generation, and waste recovery facilities.	Compliant. Refer to responses above.	NA
Total Reduction Percentage:		36.0%

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

Table 3-6 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-6. As indicated in the table, the proposed project would not impede the implementation of CARB's recommended actions.

**Table 3-6
Recommended Actions for Climate Change**

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
T-1	Transportation	Light-Duty Vehicle GHG Standards	No	No
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	No	No
T-3	Transportation	Regional Transportation-Related GHG Targets	No	No
T-4	Transportation	Vehicle Efficiency Measures	No	No
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	No	No
T-6	Transportation	Goods-Movement Efficiency Measures	No	No
T-7	Transportation	Heavy Duty Vehicle Greenhouse Gas Emission Reduction Measure -- Aerodynamic Efficiency (Discrete Early Action)	No	No
T-8	Transportation	Medium and Heavy-Duty Vehicle Hybridization	No	No
T-9	Transportation	High Speed Rail	No	No
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	Yes	No
E-2	Electricity and Natural Gas	Increase Combined Heat and Power Use by 30,000GWh	No	No
E-3	Electricity and Natural Gas	Renewable Portfolio Standard	No	No
E-4	Electricity and Natural Gas	Million Solar Roofs	No	No
CR-1	Electricity and Natural Gas	Energy Efficiency	Yes	No
CR-2	Electricity and Natural Gas	Solar Water Heating	No	No
GB-1	Green Buildings	Green Buildings	No	No
W-1	Water	Water Use Efficiency	Yes	No
W-2	Water	Water Recycling	No	No
W-3	Water	Water System Energy Efficiency	No	No
W-4	Water	Reuse Urban Runoff	No	No
W-5	Water	Increase Renewable Energy Production	No	No
W-6	Water	Public Goods Charge (Water)	No	No
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	No	No
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	No	No
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	No	No

**Table 3-6
Recommended Actions for Climate Change (continued)**

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
I-4	Industry	Refinery Flare Recovery Process Improvements	No	No
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	No	No
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	No	No
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	No	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	Yes	No
F-1	Forestry	Sustainable Forest Target	No	No
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	No	No
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	No	No
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	No	No
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	No	No
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	No	No
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	No	No
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	No	No
A-1	Agriculture	Methane Capture at Large Dairies	No	No

Source: California Air Resources Board, *Assembly Bill 32 Scoping Plan*, 2008.

3.7.3 CUMULATIVE IMPACTS

The analysis herein also determined that the proposed project would not result in any significant adverse impacts related to the emissions of greenhouse gases. As a result, no significant adverse cumulative impacts will result from the proposed project's implementation.

3.7.4 MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

3.8.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

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

3.8.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

If the proposed project's future tenant is involved in the transport, use, storage, and disposal of hazardous materials, the tenant would need to comply with Federal and State regulations regarding hazardous materials. The tenant would need to comply with the EPA's Hazardous Materials Transportation Act, Title 42, Section 11022 of the United States Code and Chapter 6.95 of the California Health and Safety Code which requires the reporting of hazardous materials when used or stored in certain quantities. Furthermore, the future tenant will need to file a Hazardous Materials Disclosure Plan and a Business

Emergency Plan to ensure the safety of the employees and citizens of Santa Fe Springs. The EPA's Environfacts database was consulted to determine the nature and extent of any reported contamination (air, water, soils, waste, etc.) that is associated with the project site. The project site is included on the list as a small generator for the chemical Tetrachloroethylene.⁷¹ Tetrachloroethylene is a chemical that is commonly used for dry cleaning fabrics and as a metal degreaser.⁷² Prior to Cenveo, the project site was occupied by American Envelope Company.⁷³ American Envelope Company became an EPA regulated site in 1987 as a handler of EPA regulated chemicals but was removed from the database when the operations ceased in 1993.⁷⁴ Since then no other listing for the site was recorded.

The site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.⁷⁵ The site is currently occupied by a 132,808 square foot concrete tilt-up structure which will need to be demolished to accommodate the proposed project. During these demolition activities, lead and/or asbestos-containing materials may be encountered. As a result, the following mitigation is required.

- The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

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

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? • Less than Significant Impact.

The construction of the proposed project is not anticipated to release hazardous materials into the environment due to the location of the project site. The City of Santa Fe Springs contains multiple methane risk zones. Methane is an odorless, combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. Methane is a direct result of the decomposition of organic materials that were disposed of in the area landfills. Methane associated with old landfills in the area is not identified as being a problem at the project location. The proposed project is located approximately 0.38 miles to the southeast from the nearest methane zone.⁷⁶

⁷¹ United States Environmental Protection Agency. *Environfacts*. <http://www.epa.gov/enviro/index.html>.

⁷² United States Environmental Protection Agency. *Tetrachloroethylene* (Perchloroethylene).

⁷³ United States Environmental Protection Agency. *TRI Results*.
http://oaspub.epa.gov/enviro/tris_control_v2.tris_print?tris_id=90670FDRLN13341

⁷⁴ Ibid.

⁷⁵ California Department of Toxic Substances Control. *Envirostor*. <http://www.envirostor.dtsc.ca.gov/public/>.

⁷⁶ Google Earth. Site accessed February 24, 2015.

The nearest methane zone to the project site is Kalico Number 2 along Imperial Highway.⁷⁷ The second closest is the Norwalk Dump site located approximately 0.50 miles to the northeast.⁷⁸ The proposed project will be limited to the designated project site and will not impact or encroach on a *methane zone*.

As indicated in the previous section, the proposed project's future tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the nature of the proposed use be involved in the handling of such chemicals and materials. Adherence to the regulations outlined in Section 3.8.2.A will reduce potential impacts to levels that are less than significant.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? • Less than Significant Impact.

John H Glenn High School is located approximately 394 feet to the west from the project site.⁷⁹ The future tenant is still uncertain; nevertheless, the tenant will need to comply with all Federal and State regulations regarding the handling and transportation of hazardous materials should the future tenant be involved in such uses. In addition, the Applicant must adhere to the mitigation provided in Section 3.8.2.A should lead and/or asbestos containing materials be encountered during construction activities. As a result, the impacts are anticipated to be less than significant.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? • Less than Significant Impact.

As indicated in Section 3.8.2.A, the project site is included on the EPA's Envirofacts database.⁸⁰ However, the site was listed as a small generator as a handler of EPA regulated chemicals from 1987 to 1993. There were no remediation efforts needed for the project site. In addition, the site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.⁸¹ Four Cortese sites are located in the City and include the following: Neville Chemical Company (12800 Imperial Highway), McKesson Chemical Company (9005 Sorenson Avenue), Waste Disposal, Inc. (12731 Los Nietos Road), and Angeles Chemical Company, Inc. (8915 Sorenson Avenue). The proposed project will not affect any of the aforementioned sites. As a result, the impacts are expected to be less than significant.

⁷⁷ City of Santa Fe Springs. Methane Zone Map. <http://www.santafesprings.org/civica/filebank/blobdload.asp?BlobID=3424>

⁷⁸ Google Earth. Site accessed February 24, 2015.

⁷⁹ Ibid.

⁸⁰ United States Environmental Protection Agency. Envirofacts. <http://www.epa.gov/enviro/index.html>.

⁸¹ California Department of Toxic Substances Control. Envirostor. <http://www.envirostor.dtsc.ca.gov/public/>.

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

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 4.6 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 8 miles to the south. The Long Beach Airport is located approximately 8.4 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20 miles to the west.⁸² The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take off of airplanes utilizing any of the aforementioned airports. As a result, no impacts are anticipated.

- F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? • No Impact.*

The project site is not located within two miles of a private airstrip.⁸³ As a result, the proposed project will not present a safety hazard related to aircraft and/or airport operations at a private use airstrip.

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

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

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

The project site and surrounding properties are urbanized and the majority of the parcels are developed. There are no areas of native vegetation found within the project site or in the surrounding properties that could provide a fuel source for a wildfire. As a result, there are no impacts associated with potential wildfires from off-site locations.

3.8.3 CUMULATIVE IMPACTS

The potential impacts related to hazardous materials are site specific. Furthermore, the analysis herein also determined that the implementation of the proposed project would not result in any significant

⁸² Google Earth. Site accessed February 24, 2015.

⁸³ Tollfreeairline. Los Angeles County Public and Private Airports, California.: <http://www.tollfreeairline.com/california/losangeles.htm>

adverse impacts related to hazards and/or hazardous materials. As a result, no significant adverse cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential impacts related to hazardous and hazardous materials are mitigated:

Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

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

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project involves the demolition of the existing Cenveo building and the construction of a new industrial warehouse. In addition, the project's engineers intend to utilize the existing storm drain with tie to the catch basin as an overflow bypass system during times of heavy inundation. The proposed project

will involve the installation of filters and drop inlets and the project's engineers intend to allow the building to drain to the front.⁸⁴ The filters and drop inlet will ensure that no contaminated water infiltrates the ground or flows into the City's water pipes and utilities connections. In the absence of mitigation, the new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in debris, leaves, soils, oil/grease, and other pollutants.⁸⁵ The implementation of the proposed project will leave approximately 9% of the project site covered over in pervious surfaces (landscaping).

The proposed project would be required to implement storm water pollution control measures pursuant to the National Pollutant Discharge Elimination System (NPDES) requirements. The Applicant would also be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practicable. The WQMP will also identify post-construction best management practices (BMPs) that will be the responsibility of the project's future tenant to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.
- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

With the aforementioned mitigation, the impacts would be less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? • No Impact.

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells. The search yielded no results.⁸⁶ In

⁸⁴ Phone call with Ramzi Abounassar of Coory Engineering. Phone call dated March 5th, 2015.

⁸⁵ Blodgett/Baylosis Environmental Planning. *Site Survey*. February 6th, 2015.

⁸⁶ Geotracker GAMA. *Search for wells*.
<http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp?CMD=runreport&myaddress=13341+cambridge+street+santa+fe+spring>

addition, the proposed project will be connected to the City's utility lines and is not anticipated to deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

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

The project site is located approximately 1,678 feet to the west of the Coyote Creek flood control channel.⁸⁷ The proposed project will be restricted to the designated site and will not alter the course of the channelized Coyote Creek. No other bodies of water are located in and around the project site. The site currently drains from north to southeast and will remain the same even though the site will be leveled.⁸⁸ As a result, no impacts are anticipated.

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

As indicated previously, the proposed project will be restricted to the designated site and will not alter the course of the heavily channelized Coyote Creek located approximately 1,678 feet to the east. In addition, the proposed project will be properly drained and is not expected to result in on or off-site flooding. As a result, no impacts are anticipated.

- E. Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? • Less than Significant Impact with Mitigation.*

The proposed project will require the demolition of the current on-site improvements in order to facilitate the construction of a new warehouse. In the absence of mitigation, the impervious surfaces (internal driveways, parking areas, etc.) that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas.⁸⁹ The following measures are required as a means to address potential storm water impacts:

- All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.
- The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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

⁸⁷ Google Earth. Site accessed February 24, 2015.

⁸⁸ Meeting with Golden Springs Development. Dated February 20th, 2015.

⁸⁹ Blodgett/Baylosis Environmental Planning. Site Survey. Survey was completed on February 6th, 2015.

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

Adherence to the mitigation provided in Sections 3.9.2.A and 3.9.2.E will reduce potential water quality impacts to levels that are less than significant. As a result, no other significant adverse impacts are anticipated.

G. Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? • No Impact.

According to the Federal Emergency Management Agency (FEMA) flood insurance map obtained from the Los Angeles County Department of Public Works, the proposed project site is located in Zone X (refer to Exhibit 3-6). This flood zone has an annual probability of flooding of less than 0.2% and represents areas outside the 500-year flood plain. Thus, properties located in Zone X are not located within a 100-year flood plain.⁹⁰ In addition, the proposed project involves the construction of an 184,475 square foot warehouse. The project Applicant never intended to construct residential units as part of the proposed project. As a result, no impacts related to flood flows are associated with the proposed project's implementation.

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

As indicated previously, the project site is not located within a designated 100-year flood hazard area as defined by FEMA.⁹¹ As a result, the proposed project will not involve the placement of any structures that would impede or redirect potential floodwater flows since the site is not located within a flood hazard area. Therefore, no flood-related impacts are anticipated with the proposed project's implementation.

I. Would the project expose people or structures to a significant risk of flooding as a result of dam or levee failure? • No Impact.

The Santa Fe Springs General Plan and the City's Hazard Mitigation Plan indicates the greatest potential for dam failure and the attendant inundation comes from the Whittier Narrows Dam located approximately five miles northwest of the City. In the event of dam failure, the western portion of the City located to the west of Norwalk Boulevard would experience flooding approximately one hour after dam failure. The maximum flood depths could reach as high as five feet in depth, gradually declining to four feet at the southern end of the City's impacted area.⁹² Since the project site is located outside the potential inundation area of this reservoir, no impacts are anticipated.

⁹⁰ FEMA. *Flood Zones, Definition/Description*. <http://www.fema.gov/floodplain-management/flood-zones>

⁹¹ Ibid.

⁹² City of Santa Fe Springs. *Natural Hazards Mitigation Plan*. October 11, 2004.

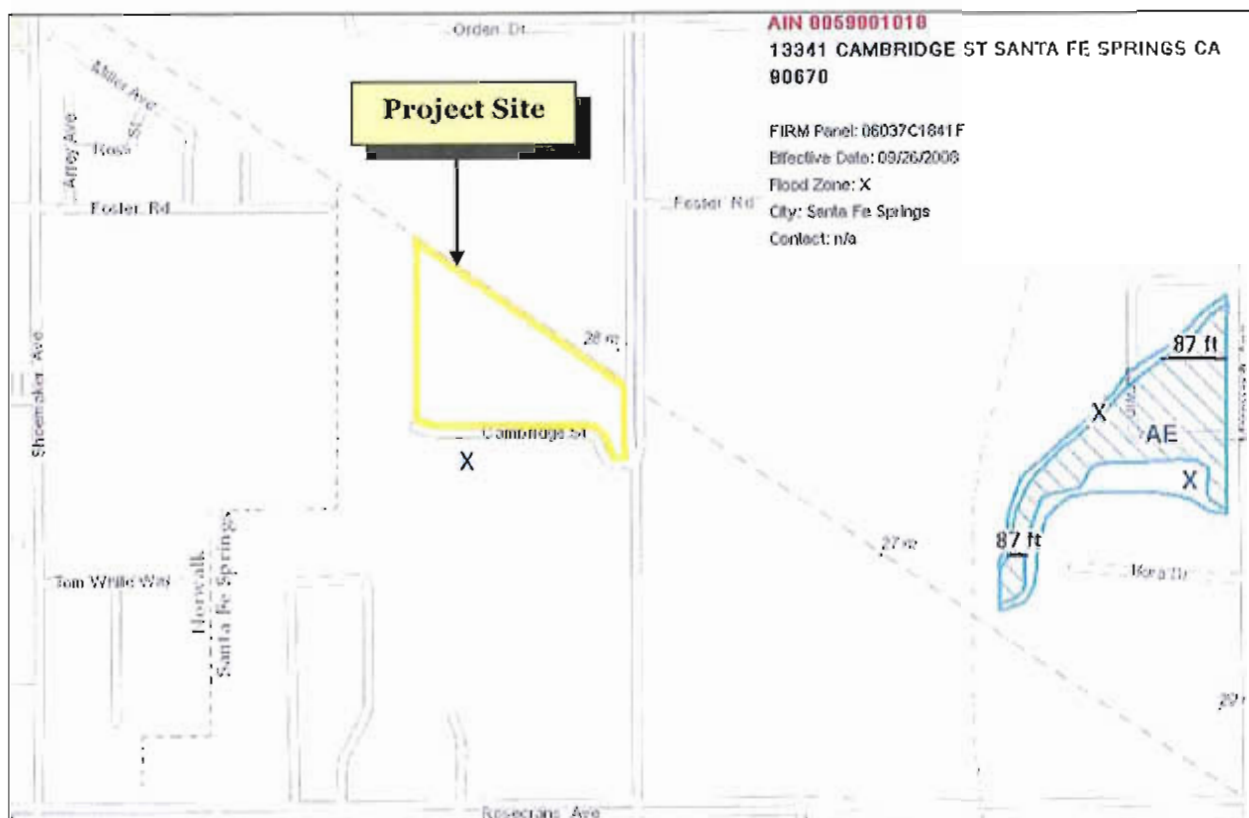


EXHIBIT 3-6
FEMA FLOOD MAP
SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

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

There are no bodies of surface water located in the vicinity of the project site that could generate a seiche. In addition, the project site is located approximately 12.1 miles inland from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.⁹³ Lastly, the proposed project will not result in any mudslides since the project site will be leveled and properly drained. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. Furthermore, the analysis determined that the implementation of the proposed project would not result in any significant adverse impacts. As a result, no cumulative impacts are anticipated.

3.9.4 MITIGATION MEASURES

In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

⁹³ Google Earth. Site accessed February 24th, 2015.

3.10 LAND USE AND PLANNING

3.10.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on land use and development if it results in any of the following:

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

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? • No Impact.

The proposed project will be restricted to the project site and will not divide or disrupt any residential neighborhood. The nearest such use is the single family neighborhood located approximately 437 feet to the northwest of the project site.⁹⁴ In addition, the proposed project will not result in an incompatible land use since the project site is currently zoned as *Heavy Manufacturing* (M-2) (refer to Exhibit 3-7 for the zoning map). The project site's General Plan land use designation is Industrial (refer to Exhibit 3-8 for the General Plan land use map). The proposed project will not require the approval of a Conditional Use Permit, Zone Change, or General Plan Amendment to permit the development of the industrial building within the project site. As a result, no impacts will occur.

B. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? • No Impact.

The industrial use that is contemplated will not conflict with any existing General Plan land use designation or zoning designation.⁹⁵ As indicated in the previous subsection, the site's General Plan and Zoning is *Industrial* and *Heavy Manufacturing* (M-2), respectively. In addition, the project site is located approximately 12.1 miles inland from the Pacific Ocean and is not subject to a local coastal program.⁹⁶ As a result, no impacts will occur.

⁹⁴ Google Earth. Site accessed February 24th, 2015.

⁹⁵ City of Santa Fe Springs. General Plan Land Use Map and Zoning Map. As amended. 2010.

⁹⁶ Google Earth. Site accessed February 24th, 2015.

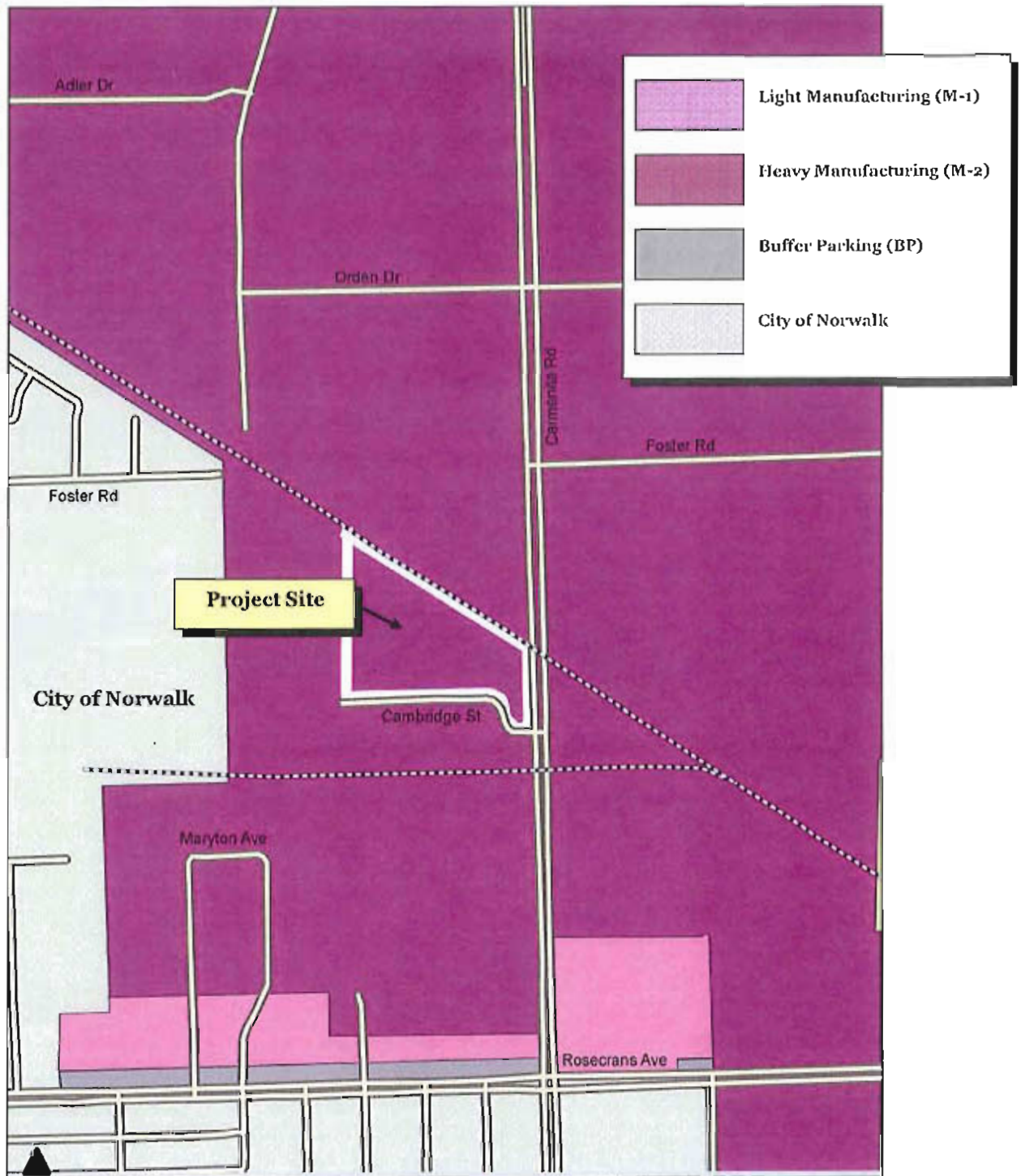


EXHIBIT 3-7 ZONING MAP

SOURCE: CITY OF SANTA FE SPRINGS AND QUANTUM GIS

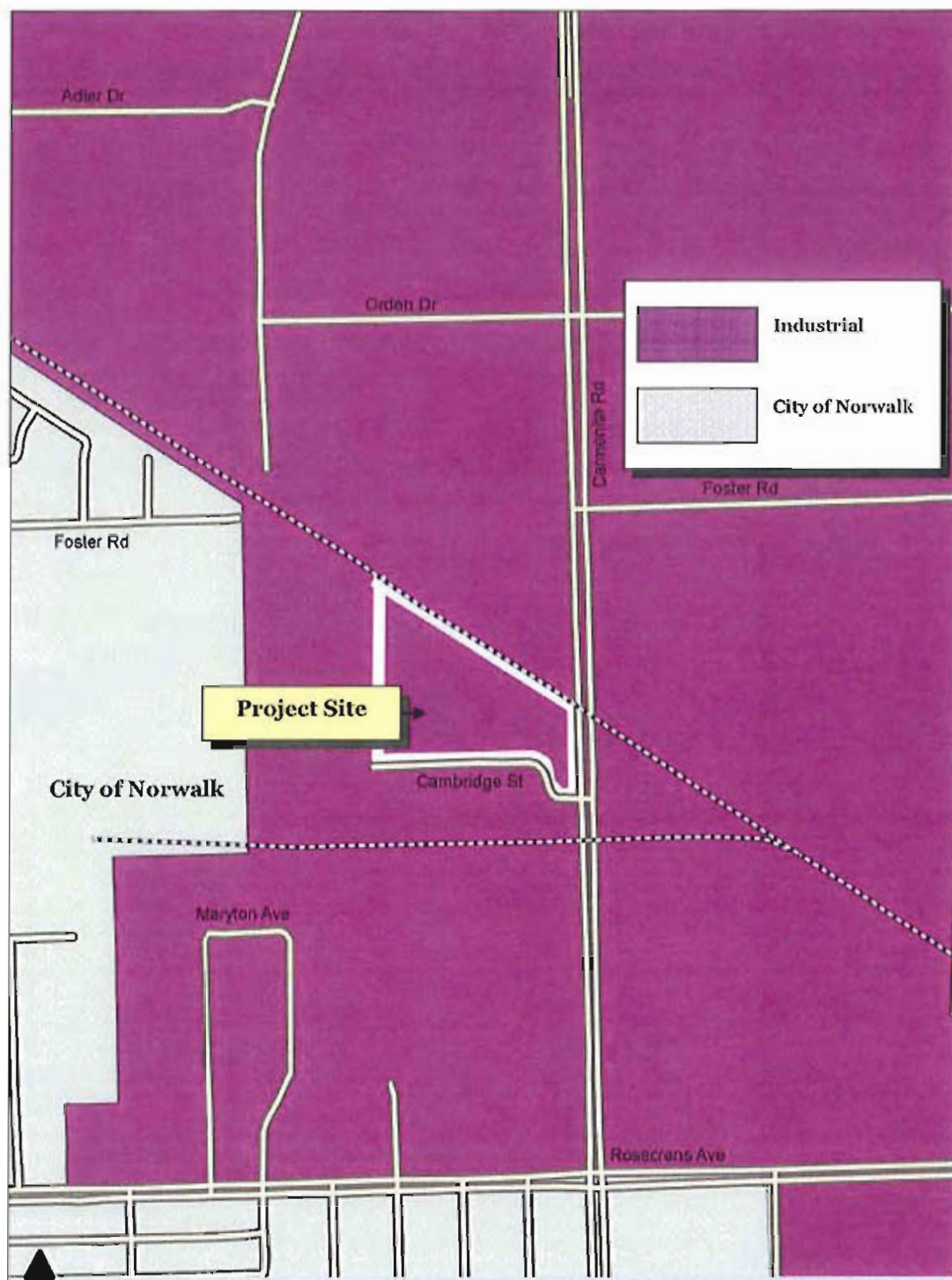


EXHIBIT 3-8
GENERAL PLAN LAND USE DESIGNATIONS
SOURCE: CITY OF SANTA FE SPRINGS AND QUANTUM GIS

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

The proposed project will not impact an adopted or approved local, regional, or State habitat conservation plan or natural community conservation plan because the proposed project is located in the midst of an urban area. In addition, the Sycamore and Turnbull Canyons SEA (SEA #44) is the closest protected area and is located approximately 5.8 miles northeast from the project site.⁹⁷ The construction and subsequent operation of the proposed project will not affect the Sycamore and Turnbull Canyons SEA due to the site's distance from the resource areas. Therefore, no impacts will occur.

3.10.3 CUMULATIVE IMPACTS

The potential cumulative impacts with respect to land use are site specific. Furthermore, the analysis determined that the proposed project will not result in any significant adverse impacts. As a result, no significant adverse cumulative land use impacts will occur as part of the proposed project's implementation.

3.10.4 MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

⁹⁷ Google Earth. Site accessed February 20, 2015.

3.11 MINERAL RESOURCES

3.11.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.⁹⁸ The nearest recorded well to the project site is located approximately 0.80 miles to the northwest of the project site along Imperial Highway.⁹⁹ Furthermore, the project area is not located within a Significant Mineral Aggregate Resource Area (SMARA), nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

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

The resources and materials that will be utilized for the construction of the proposed project will not include any materials that are considered rare or unique. Thus, no impacts will result with the implementation of the proposed project.

3.11.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site specific. Furthermore, the analysis determined that the proposed project would not result in any impacts on mineral resources. As a result, no cumulative impacts will occur.

⁹⁸ California Department of Conservation. <http://maps.conserv.ca.gov/doggv/index.html#close>. Site accessed February 24th, 2015.

⁹⁹ Google Earth. Site accessed February 27th, 2015.

3.11.4 MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on the environment if it results in any of the following:

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

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Noise levels may be described using a number of methods designed to evaluate the “loudness” of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.¹⁰⁰ Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9. The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent Carmenita Road, a major arterial roadway that connects with the I-5 freeway, and from trains travelling through the BN&SF railroad ROW. A *Sper Scientific* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete noise measurements were recorded and the results of the survey are summarized in Table 3-7. The measurement location was along Cambridge Street on a Friday morning at 10:00 A.M.

¹⁰⁰ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

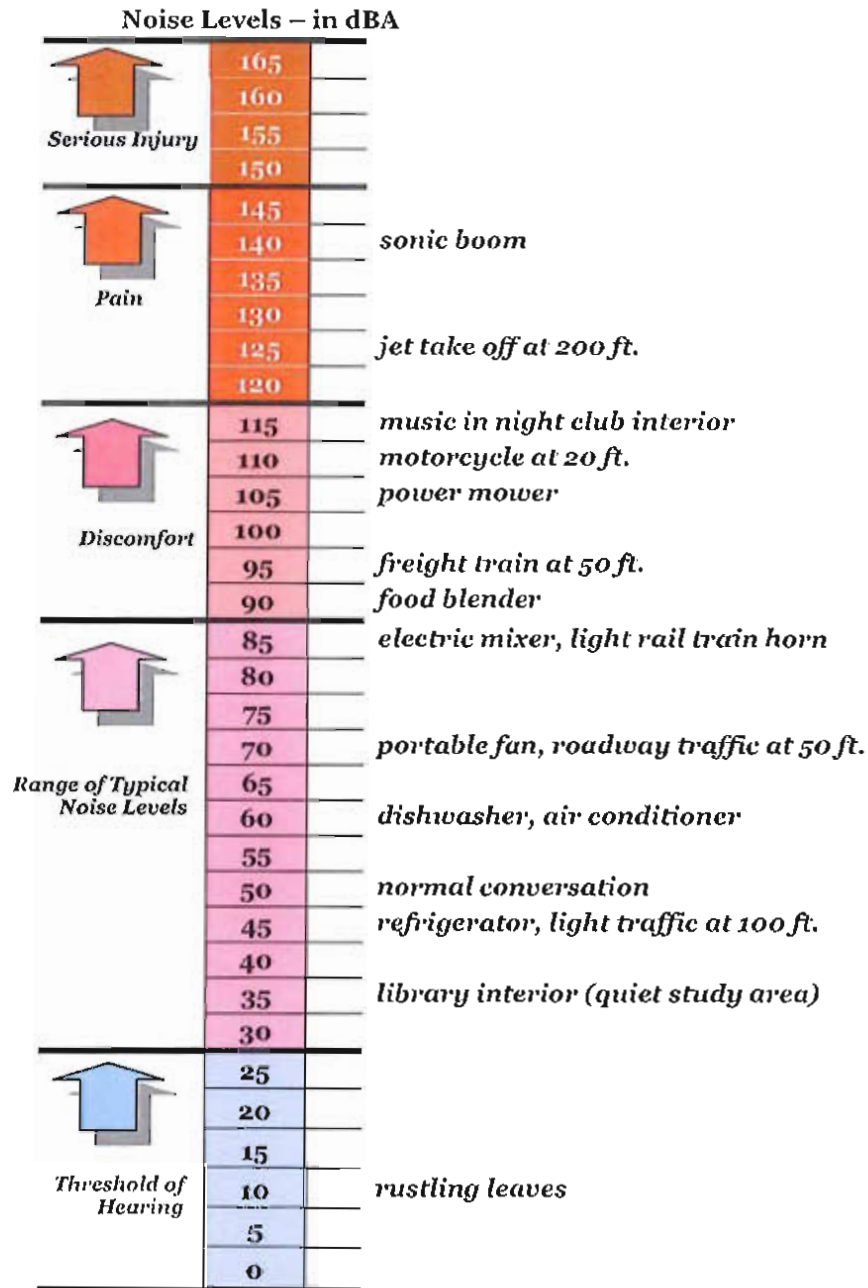


EXHIBIT 3-9 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett/Baylosis Environmental Planning

Table 3-7 indicates the variation in noise levels over time during the measurement period.¹⁰¹ As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise level during the measurement period was 71.6 dBA.

**Table 3-7
Noise Measurement Results**

Noise Metric	Noise Level (dBA)
L_{50} (Noise levels <50% of time)	71.2 dBA
L_{75} (Noise levels <75% of time)	72.5 dBA
L_{90} (Noise levels <90% of time)	74.2 dBA
L_{99} (Noise levels <99% of time)	76.7 dBA
L_{min} (Minimum Noise Level)	68.8 dBA
L_{max} (Maximum Noise Level)	78.7 dBA
Average Noise Level	71.6 dBA

Source: Blodgett/Baylosis Environmental Planning, February 6th, 2015.

As indicated in Table 3-7, the average noise levels along Cambridge Street are 71.6 dBA. The implementation of the proposed project will not expose future employees to excessive noise because the use that is contemplated for development is not a noise sensitive receptor. In addition, the future tenant will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. As a result, the potential impacts will be less than significant.

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

The future tenant will be required to adhere to the City's noise control requirements. When considering the traffic generated by the existing use, the net increase in traffic will be 184 daily trip ends, 15 morning (AM) peak hour trips, and 17 evening (PM) peak hour trips. These levels are far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise. As a result, the impacts are anticipated to be less than significant.

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

The proposed project's traffic will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). When considering the traffic generated by the existing use, the net increase in traffic will be 184 daily trip ends, 15 AM peak hour trips, and 17 PM peak hour trips. These levels are far less than the doubling of traffic that would be required to generate a perceptible increase in traffic noise.

¹⁰¹ Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

Furthermore, the project site is not located within the line of sight for the single family residential located to the northwest and is not expected to impact the aforementioned receptors. As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

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

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-10. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the aforementioned study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. This value takes into account both the number of pieces and spacing of the heavy equipment typically used in a construction effort. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. As indicated previously, the nearest noise sensitive receptors are the single family homes located 437 feet to the northwest of the project site. The following mitigation measure is required to mitigate potential construction noise impacts:

- The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

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

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

The project site is not located within two miles of a public use airport. Fullerton Airport is located approximately 4.6 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 8 miles to the south. The Long Beach Airport is located approximately 8.4 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20 miles to the west.¹⁰² The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, no impacts related to the exposure of excessive aircraft generated noise levels are anticipated.

¹⁰² Google Earth. Site accessed February 24, 2015.

Typical noise levels 50-ft. from source

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

EXHIBIT 3-10 TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett/Baylosis Environmental Planning

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

As indicated previously in Section 3.8.2.F, the project site is not located within two miles of a private airstrip. As a result, no noise impacts related to the exposure of persons to aircraft noise from a private airstrip will result from the proposed project.

3.12.3 CUMULATIVE IMPACTS

The analysis indicated that the proposed project would not result in any significant adverse cumulative noise impacts. As a result, no significant adverse cumulative noise impacts will occur with the implementation of the proposed project.

3.12.4 MITIGATION MEASURES

The following measure will reduce the potential construction noise impacts:

Mitigation Measure No. 15 (Noise Impacts). The Applicant shall ensure that the contractor's conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

3.13 POPULATION AND HOUSING

3.13.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

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

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? • No Impact.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. The variables that typically contribute to growth-inducing impacts, and the project's potential growth-inducing impacts, are identified in Table 3-8.

**Table 3-8
Potential Growth-Inducing Impacts**

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will promote development of an underutilized parcel.	The project will promote development consistent with the City's land use policy.
Extension of roadways and other transportation facilities.	The project will not involve the extension or modification of any off-site roadways.	The only off-site improvements include new traffic signal.
Extension of infrastructure and other improvements.	No off-site water, sewer, and other infrastructure are anticipated.	The only infrastructure improvements will serve the proposed project site only.
Major off-site public projects (treatment plants, etc).	No major facilities are proposed at this time.	No off-site facilities will be required to accommodate the projected demand.
Removal of housing requiring replacement housing elsewhere.	The project does not involve the removal of existing affordable or subsidized units.	No affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-8, the proposed development would not result in any growth inducing impacts related to potential population growth. In addition, the jobs that are expected to be added are well within the employment projections contemplated by SCAG. According to the Growth Forecast Appendix prepared by SCAG for the 2012-2035 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 900 new jobs through the year 2035.¹⁰³ A total of 184 new jobs will be created upon the implementation of the proposed project. The number of new jobs assumes one new job for every 1,000 square feet of floor area. However, when taking into account the loss of jobs that will result from the closure of Cenveo, the net increase in jobs from the proposed project is likely to be only up to 50. As a result, no impacts are anticipated to occur.

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

The project site is currently occupied by Cenveo and there are no housing units located on-site.¹⁰⁴ In addition, the site is zoned for M-2 and the site's General Plan land use designation is Industrial (refer to Section 3.10.2.A). No housing units will be displaced as a result of the proposed project's implementation. As a result, no impacts related to housing displacement will result from the proposed project's implementation.

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

As indicated previously, the project site is currently occupied by Cenveo and there are no housing units present on-site. As a result, no displacement of residents will result. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's implementation. As a result, no significant adverse cumulative impacts will occur.

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

¹⁰³ Southern California Association of Governments. *Growth Forecast. Regional Transportation Plan 2012-2035*. April 2012.

¹⁰⁴ Blodgett/Baylosis Environmental Planning. Site survey. Survey was conducted February 6th, 2015.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to *fire protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to *police protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to *school services*; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times or other performance objectives relative to *other government services*.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

- A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to fire protection services? • Less than Significant Impact with Mitigation.*

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The Fire Department consists of three separate divisions: Operations, Fire Prevention and Environmental Protection. The Operations Division provides fire suppression, emergency medical services (EMS), hazardous materials response, and urban search and rescue. The Fire Prevention Division provides plan check, inspections, and public education. Finally, the Environmental Protection Division is responsible for responding to emergencies involving hazardous materials. The Fire Department operates from four stations: Station No. 1 (11300 Greenstone Avenue), Station No. 2 (8634 Dice Road), Station No. 3 (15517 Carmenita Road), and Station No. 4 (11736 Telegraph Road). The first response station to the site is Station No. 3. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and

prevention requirements, including, but not limited to, building setbacks and emergency access. The proposed project would not place additional demands on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

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

B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to police protection? • Less than Significant Impact with Mitigation.

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the city. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The law enforcement contract between the two cities provides for a specified number of WPD patrolling officers though the DPS has the ability to request an increased level of service. WPD law enforcement personnel assigned to the City includes 35 sworn officers and six civilian employees.¹⁰⁵ Additional surveillance will be provided. Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed industrial project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

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

C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives relative to school services? • No Impact.

The proposed project will not involve any development and/or uses that could potentially affect school enrollments. As a result, no impacts on schools will result from the proposed project's implementation.

¹⁰⁵ City of Whittier. <http://www.cityofwhittier.org/depts/police/sfs/default.asp>

D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other governmental services? • No Impact.

No new governmental services will be needed, and the proposed project is not expected to have any impact on existing governmental services. As a result, no impacts are anticipated.

3.14.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in an incremental increase in the demand for public services. As a result, no cumulative impacts are anticipated.

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards, the following mitigation is required:

Mitigation Measure No. 16 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure No. 17 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

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

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Due to the nature of the proposed project (industrial and warehousing), no increase in the usage of City parks and recreational facilities is anticipated to occur. The City of Santa Fe Springs Parks and Recreation Services operate six public parks devoted to active recreation. The proposed project would not result in any development that would potentially physically alter any public park facilities and services. No parks are located adjacent to the site. The nearest park is Heritage Park and is located approximately 2.5 miles to the northwest.¹⁰⁶ As a result, no impacts are anticipated.

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

The proposed project would not result in any development that would potentially increase the demand for recreational facilities and services. As a result, no significant adverse impacts are anticipated.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any potential impact on recreational facilities and services. As a result, no cumulative impacts on recreational facilities would result from the proposed project's implementation.

3.15.4 MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

¹⁰⁶ Google Earth. Site accessed February 27th, 2015.

3.16 TRANSPORTATION AND CIRCULATION

3.16.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- A conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways;
- Results in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Results in inadequate emergency access; or,
- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The proposed project will involve the construction of a new 184,475 square foot industrial building. This new building will replace an existing 132,808 square foot building with 4,065 square feet of ancillary office. The net increase in floor area will be 47,602 square feet. The existing roadway network located in the vicinity of the project includes Carmenita Road, which extends along the project site's east side, and Cambridge Street, which extends along the project site's southerly side. Direct vehicular access to the project site is and will continue to be provided by driveway connections with the north side of Cambridge Street. Trucks and personal vehicles will travel to and from the site using Carmenita Road and Cambridge Street. The intersection of Cambridge Street and Carmenita Road is a "T-intersection" that is stop sign controlled.

Trip generation estimates for the project were developed using the trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition based on the warehousing land use category (ITE Code 150). Project traffic was assumed to consist of a mix of passenger car and heavy vehicle traffic. This ITE information was used to estimate existing and future traffic generated and this information is summarized in Table 3-9. As indicated in Table 3-9, the existing 132,808 square foot industrial use generates approximately 473 daily trips, with 40 of those trips occurring during the morning (AM) peak hour, and 42 of those trips occurring during the evening (PM) peak hour. The proposed 184,475 square foot warehouse is anticipated to generate approximately 657 daily trips, with approximately 55 trips occurring during the AM peak hour, and 59 trips occurring during the PM peak hour. The net increase is anticipated to be approximately 184 total daily trips, 15 AM peak hour trips, and 17 PM peak hour trips.

**Table 3-9
Project Trip Generation**

Trip Generation Rates										
ITE Land Use/Project Scenario		ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Rates										
Warehousing		150	KSF	3.56	0.237	0.063	0.300	0.080	0.240	0.320
Existing Use Trip Generation										
Warehousing		132,808	KSF	473	30	8	40	11	32	42
Passenger car	80.0%			378	24	6	32	9	26	34
Trucks	20.0%			95	6	2	8	2	6	8
Proposed Project Trip Generation										
Warehousing		184,475	KSF	657	42	11	55	15	44	59
Passenger car	80.0%			526	34	9	44	12	35	47
Trucks	20.0%			131	8	2	11	3	9	12
Net Change in Trip Generation										
Total		51,763	KSF	184	12	3	15	4	8	17
Passenger car	80.0%			148	10	3	12	3	9	13
Trucks	20.0%			36	2	0	3	1	3	5

Source: Blodgett/Baylosis Environmental Planning

As indicated previously, the existing and future traffic will utilize the same general route to get to and from the project site (i.e. Carmenita Road and Cambridge Street). Assuming the distribution pattern continues to be similar, 100 percent of the project traffic will use Cambridge Street to get to and from the project site. The same traffic will use Carmenita Road to access Cambridge Street. Assuming 50 percent of the traffic will be northbound traffic on Carmenita Road and 50 percent will be southbound traffic on Carmenita Road, the overall traffic impacts will be negligible. Less than seven peak hour trips will result from the proposed project's implementation. As a result, the impacts will be less than significant.

- B. Would the project result in a conflict with an applicable congestions management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the County Congestion Management Agency for designated roads or highways? • Less than Significant Impact.*

The County of Los Angeles is included in the Los Angeles County Congestion Management Program (CMP), which is prepared and maintained by the Los Angeles County Metropolitan Transportation Authority (Metro). 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. As indicated previously, the net increase is anticipated to be approximately 184 total daily trips, 15 AM peak hour trips, and 17 PM peak hour trips. The peak hour trips will be less than the 50 or more needed to require a CMP analysis. As a result, the impacts are less than significant.

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

The proposed project will not result in any changes in air traffic patterns because the proposed project will not significantly increase traffic to levels that would warrant mitigation. As a result, no impacts will occur with the implementation of the proposed project.

- D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? • Less than Significant Impact with Mitigation.*

There are two railroad right-of-ways (ROWs) located in the vicinity of the project site. The BNSF ROW extends along the north boundary of the project site. This ROW is located approximately 335 feet north of the Cambridge Street centerline and is located on a grade separation with Carmenita Road. A second railroad spur track is located to the south of the project site, approximately 155 feet. This crossing over Carmenita Road is controlled by crossing gates.

The existing and future traffic will utilize the same route to get to and from the project site (i.e. Carmenita Road and Cambridge Street). Existing access is provided via two driveways with curb cuts along the north side of Cambridge Street. The proposed project will include two additional driveways (a total of four driveways). Thus the proposed project will include four driveway connections with Cambridge Street.

The greatest potential safety hazard occurs at the "T"-intersection of Cambridge Street and Carmenita Road, where there is an inherent challenge when making a right or left turn onto Carmenita Road from Cambridge Street due to the amount of vehicular traffic traveling northbound and southbound down Carmenita Road. Furthermore, the difficulty in making a right or left turn onto Carmenita Road is exacerbated during the AM and PM peak hour when cross traffic volumes are the greatest. The difficulty in turning onto Carmenita Road was observed during the field survey that was conducted during the PM peak hours on February 6th, 2015. For this reason, the following mitigation is required:

- A new traffic signal shall be installed at the intersection of Carmenita Road and Cambridge Street at the expense of the project Applicant. The design, installation, and operation of the signal must be approved by the City.
- A warning sign with flashing lights must be installed at a specified distance from the proposed signal to warn traffic of the signal's presence. The location and design will be determined by the City.

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

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

The proposed project will not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. As a result, the proposed project's implementation will not result in any impacts.

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

No existing bus stops will be removed as part of the proposed project's implementation. As a result, the proposed project's implementation will not result in any significant adverse impacts.

3.16.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in any increased traffic generation in the area. As a result, no cumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. However, due to the inherent safety hazard present at the "T"-intersection of Carmenita Road and Cambridge Street, the following mitigation has been provided:

Mitigation Measure No. 18 (Transportation and Circulation). A new traffic signal shall be installed at the intersection of Carmenita Road and Cambridge Street at the expense of the project Applicant. The design, installation, and operation of the signal must be approved by the City.

Mitigation Measure No. 19 (Transportation and Circulation). A warning sign with flashing lights must be installed at a specified distance from the proposed signal to warn traffic of the signal's presence. The location and design will be determined by the City.

3.17 UTILITIES

3.17.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,
- A need for new systems, or substantial alterations in communications systems.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs is located within the service area of the Sanitation District 2 of Los Angeles County. The nearest wastewater treatment plant to Santa Fe Springs is the Los Coyotes Water Reclamation Plant (WRP) located in Cerritos. The Los Coyotes WRP is located at 16515 Piuma Avenue in the City of Cerritos and occupies 34 acres at the northwest junction of the San Gabriel River (I-605) and the Artesia (SR-91) Freeways. The plant was placed in operation on May 25, 1970, and initially had a capacity of 12.5 million gallons per day and consisted of primary treatment and secondary treatment with activated sludge. The Los Coyotes WRP provides primary, secondary, and tertiary treatment for 37.5 million gallons of wastewater per day. The plant serves a population of approximately 370,000 people. Over 5 million gallons per day of the reclaimed water is reused at over 270 reuse sites. Reuse includes landscape irrigation of schools, golf courses, parks, nurseries, and greenbelts; and industrial use at local

companies for carpet dying and concrete mixing. The remainder of the effluent is discharged to the San Gabriel River.¹⁰⁷ The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3.5 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.¹⁰⁸

The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd.¹⁰⁹ The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd.¹¹⁰ The proposed project will connect to an existing 8-inch sewer line located along the south side of Cambridge Street. As indicated in Table 3-10, the future development is projected to generate 20,292.3 gallons of effluent on a daily basis, approximately 5,683.4 gallons per day, which is well under the capacity of the aforementioned WRPs.

**Table 3-10
Wastewater (Effluent) Generation (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	184,475 square feet	0.11 gals/unit	20,292.2 gals/day
Existing use	132,808 square feet	0.11 gals/unit	14,608.8 gals/day
Net Change	47,602 square feet		5,683.4 gals/day

Source: Blodgett/Baylosis Environmental Planning 2015

In addition, the new plumbing fixtures that will be installed will consist of water conserving fixtures as is required by the current City Code requirements, no new or expanded sewage and/or water treatment facilities will be required to accommodate the proposed project; as a result, the impacts are expected to be less than significant.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? • No Impact.

As indicated previously, the proposed project will generate approximately 20,292.3 gallons of wastewater a day. The proposed project will connect to an existing 8-inch sewer line located along the south side of Cambridge Street. The future wastewater generation will be within the treatment capacity of the Los

¹⁰⁷ Los Angeles County Sanitation Districts. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/los_coyotes.asp

¹⁰⁸ Ibid.

¹⁰⁹ Los Angeles County Sanitation Districts. *Joint Water Pollution Control Plant*. <http://www.lacsd.org/wastewater/wwfacilities/jwpcp/default.asp>

¹¹⁰ Los Angeles County Sanitation Districts. *Long Beach Water Reclamation Plant*. http://www.lacsd.org/wastewater/wwfacilities/joint_outfall_system_wrp/long_beach.asp

Coyotes and Long Beach WRP. Therefore, no new water and wastewater treatment facilities will be needed to accommodate the excess effluent generated by the proposed project.

- C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? • Less than Significant Impact.*

The County of Los Angeles, acting as the Los Angeles County Flood Control District (LACFCD), has the regional, county-wide flood control responsibility. LACFCD responsibilities include planning for developing and maintaining flood control facilities of regional significance which serve large drainage areas. The proposed project will be required to comply with all pertinent Federal Clean Water Act requirements. The site proposes new internal roadways and hardscape areas that will be subject to the National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board. The project will also be required to comply with the City's storm water management guidelines. In addition, the proposed project will not require the construction of new storm water drainage facilities or the expansion of existing facilities because the project's engineers intend to utilize the existing storm drain with tie to the catch basin as an overflow bypass system during times of heavy inundation. The proposed project will involve the installation of filters and drop inlets and the project's engineers intend to allow the building to drain to the front.¹¹¹ As a result, the potential impacts will be less than significant.

- D. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? • Less than Significant Impact.*

The proposed project will connect to an existing 10-inch water line located along the north side of Cambridge Street. Table 3-11 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 25,826.5 gallons of water on a daily basis, a net increase of approximately 7,233.4 gallons per day.¹¹² The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

**Table 3-11
Water Consumption (gals/day)**

Use	Unit	Factor	Generation
Proposed Project	184,475 square feet	0.14 gals/unit	25,826.5 gals/day
Existing use	132,808 square feet	0.14 gals/unit	18,593.1 gals/day
Net Change	47,602 square feet		7,233.4 gals/day

Source: Blodgett/Baylosis Environmental Planning 2015

¹¹¹ Phone call with Ramzi Abounassar of Coory Engineering. Phone call dated March 5th, 2015.

¹¹² Blodgett/Baylosis Environmental Planning Utilities Calculations. Utilities worksheets provided in the Appendices.

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

Water in the local area is supplied by the Santa Fe Springs Water Utility Authority (SFSWUA). Water is derived from two sources: groundwater and surface water. The SFSWUA pumps groundwater from our local well and disinfects this water with chlorine before distributing it to our customers. SFSWUA also obtains treated and disinfected groundwater through the City of Whittier from eight active deep wells located in the Whittier Narrows area. In addition, SFSWUA receives treated groundwater from the Central Basin Water Quality Protection Program facility located in the Central Basin, through the City of Whittier. Lastly, the SFSWUA also receive Metropolitan Water District of Southern California's (MWD) filtered and disinfected surface water, which is a blend of water from both the Colorado River and the State Water Project in Northern California. As indicated previously, the proposed project will connect to an existing 10-inch water line located along the north side of Cambridge Street. The proposed project will consume approximately 25,826.5 gallons of water per day. In addition, the proposed project is anticipated to produce 20,292.3 gallons of effluent and 1,107 pounds of solid waste daily. The proposed project will connect to an existing 8-inch sewer line located along the south side of Cambridge Street. As indicated earlier, there is sufficient capacity at the Los Coyotes and Long Beach WRPs. Furthermore, the solid waste generated by the proposed project will be adequately handled without the need for the expansion and/or construction of new landfills. As a result, no impacts are anticipated to occur.

- F. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?* • *Less than Significant Impact.*

The Sanitation Districts operate a comprehensive solid waste management system serving the needs of a large portion of Los Angeles County. This system includes sanitary landfills, recycling centers, materials recovery/transfer facilities, and energy recovery facilities. The two operational sites are the Calabasas Landfill, located near the City of Agoura Hills, and the Scholl Canyon Landfill, located in the City of Glendale. The Puente Hills Landfill was closed in October, 2013, and closure activities at the site will take 12 to 18 months to complete.¹³ At the other closed landfills which includes the Spadra, the Palos Verdes, and the Mission Canyon landfills, the Sanitation Districts continue to maintain environmental control systems. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Wel Disposal Company.

The majority of this disposable solid waste will be taken to the Commerce "Waste-to-Energy" incineration plant for incineration. Recyclable waste will be sorted from the waste stream and sent to a recycling facility. Residual waste associated with demolition and operational activities will be disposed of at area landfills. Operational waste that cannot be recycled or taken to area landfills, will be transported to the Commerce incinerator. The proposed project will contribute to a limited amount to this waste stream. As a result, the impacts on solid waste generation are anticipated to be less than significant. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-12, the future daily solid waste generation is projected to be 1,107 pounds per day with a net increase of only 310 pounds per day.

¹³ Los Angeles County Sanitation Districts. *Solid Waste Facilities*. <http://www.lacsd.org/solidwaste/swfacilities/default.asp>

Table 3-12
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Proposed Project	184,475 square feet	6 lbs/unit	1,107 lbs/day
Existing use	132,808 square feet	6 lbs/unit	797 lbs/day
Net Change	47,602 square feet		310 lbs/day

Source: Blodgett/Baylosis Environmental Planning 2015

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

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

H. Would the project result in a need for new systems, or substantial alterations in power or natural gas facilities? • No Impact.

The Southern California Edison Company ("SCE") and Sempra Energy provide service upon demand, and early coordination with these utility companies will ensure adequate and timely service to the project. Both utilities currently serve the planning area. Thus, no impacts on power and natural gas services will result from the implementation of the proposed project.

I. Would the project result in a need for new systems, or substantial alterations in communications systems? • No Impact.

The existing telephone lines in the surrounding area will be unaffected by the proposed project. Thus, no impacts on communication systems are anticipated.

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to water line and sewer line capacities are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse impacts on local utilities. The ability of the existing sewer and water lines to accommodate the projected demand from future related projects will require evaluation on a case-by-case basis. As a result, no cumulative impacts on utilities will occur.

3.17.4 MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

- The approval and subsequent implementation of the proposed project *will not* have the potential to degrade the quality of the environment.
- The approval and subsequent implementation of the proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The approval and subsequent implementation of the proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The approval and subsequent implementation of the proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.
- The Initial Study indicated there is no evidence that the proposed project will have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.



SECTION 4 - CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

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

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Santa Fe Springs can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will be required; and,
- An accountable enforcement agency or monitoring agency shall not be identified for the mitigation measures adopted as part of the decision-maker's final determination.



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SECTION 5 - REFERENCES

5.1 PREPARERS

BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING
16388 E. Colima Road, Suite 206J
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Manager
Bryan Hamilton, Principal Project Planner
Liesl Sullano, Project Planner

5.2 REFERENCES

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APPENDICES

APPENDIX A - AIR QUALITY WORKSHEETS

APPENDIX B - NOISE MEASUREMENTS

APPENDIX C - UTILITIES WORKSHEETS

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Cambridge Street
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metro	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	184.48	1000sqft	4.23	184,478.00	0
Parking Lot	234.00	Space	2.11	93,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.85	CH4 Intensity (lb/MWhr)	0.029	H2O Intensity (lb/MWhr)	0.005

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - The construction times were discussed in the IS/MND.

Architectural Coating - Adjusted to conform to SCAQMD standards for VOCs.

Demolition -

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Table Name	Column Name	Default Value	New Value
10ArchitecturalCoating	EF_Nonresidential_Exterior	200.00	100.00
10ArchitecturalCoating	EF_Nonresidential_Interior	200.00	100.00
10ConstructionPhase	NumDays	20.00	44.00
10ConstructionPhase	NumDays	230.00	66.00
10ConstructionPhase	NumDays	20.00	44.00
10ConstructionPhase	NumDays	20.00	22.00
10ConstructionPhase	NumDays	20.00	24.00
10ConstructionPhase	NumDays	10.00	22.00
10ConstructionPhase	NumDays/Week	5.00	5.00
10ConstructionPhase	PhaseEndDate	4/29/2016	4/30/2016
10ConstructionPhase	PhaseEndDate	10/30/2015	10/31/2015
10Grading	AcresGrading	11.00	10.00
10ProjectCharacteristics	OperationalYear	2014	2014

2.0 Emissions Summary

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2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NRBP- CO2	Total CO2	CH4	H2O	CO2e
Year	lb/day										lb/day					
2015	6.3497	67.0019	44.0081	0.0040	18.2876	2.0902	21.3778	9.9940	2.4931	12.4871	0.0000	8,201.186	8,201.186	1.2406	0.0000	8,202.398
2016	11.9261	23.1826	21.2896	0.0139	1.8947	2.0427	3.9373	0.4288	1.8177	2.3463	0.0000	8,120.216	8,120.216	0.7477	0.0000	8,121.963
Total	18.2758	90.1845	65.2977	0.0179	20.1823	4.1329	25.3151	10.4228	4.3108	14.8332	0.0000	16,321.402	16,321.402	1.9883	0.0000	16,323.361

Mitigated Construction

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NRBP- CO2	Total CO2	CH4	H2O	CO2e
Year	lb/day										lb/day					
2015	6.3497	67.0019	44.0081	0.0040	18.2876	2.0902	21.3778	9.9940	2.4931	12.4871	0.0000	8,201.186	8,201.186	1.2406	0.0000	8,202.398
2016	11.9261	23.1826	21.2896	0.0139	1.8947	2.0427	3.9373	0.4288	1.8177	2.3463	0.0000	8,120.216	8,120.216	0.7477	0.0000	8,121.963
Total	18.2758	90.1845	65.2977	0.0179	20.1823	4.1329	25.3151	10.4228	4.3108	14.8332	0.0000	16,321.402	16,321.402	1.9883	0.0000	16,323.361

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NRBP- CO2	Total CO2	CH4	H2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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2.2 Overall Operational

Unmitigated Operational

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NRBP- CO2	Total CO2	CH4	H2O	CO2e
Category	lb/day										lb/day					
Area	8.6393	4.3000e-004	0.0438	0.0000	1.6000e-004	1.6000e-004	3.2000e-004	1.6000e-004	1.6000e-004	3.2000e-004	0.0018	0.0018	2.6000e-004			0.0070
Energy	4.9500e-003	0.0481	0.0079	2.7000e-004	3.4000e-003	3.4000e-003	6.8000e-003	3.4000e-003	3.4000e-003	6.8000e-003	84.1087	84.1087	1.0400e-003	9.8000e-004		84.4110
Mobile	2.0812	8.6176	17.0248	0.0618	4.3472	0.0389	4.4400	1.1623	0.0919	1.2541	1,798.863	1,798.863	0.0072			1,800.634
Total	8.7614	8.7619	17.1092	0.0618	4.3472	0.1094	4.4608	1.1820	0.0964	1.2777	6,861.053	6,861.053	0.0072	9.8000e-004		6,861.969

Mitigated Operational

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NRBP- CO2	Total CO2	CH4	H2O	CO2e
Category	lb/day										lb/day					
Area	8.6393	4.3000e-004	0.0438	0.0000	1.6000e-004	1.6000e-004	3.2000e-004	1.6000e-004	1.6000e-004	3.2000e-004	0.0018	0.0018	2.6000e-004			0.0070
Energy	4.9500e-003	0.0481	0.0079	2.7000e-004	3.4000e-003	3.4000e-003	6.8000e-003	3.4000e-003	3.4000e-003	6.8000e-003	84.1087	84.1087	1.0400e-003	9.8000e-004		84.4110
Mobile	2.0812	8.6176	17.0248	0.0618	4.3472	0.0389	4.4400	1.1623	0.0919	1.2541	1,798.863	1,798.863	0.0072			1,800.634
Total	8.7614	8.7619	17.1092	0.0618	4.3472	0.1094	4.4608	1.1820	0.0964	1.2777	6,861.053	6,861.053	0.0072	9.8000e-004		6,861.969

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	NO _x	NO _x	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	#10-CO ₂	#10-ED ₂	Total CO ₂	CH ₄	H ₂ O	CO ₂ e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2015	8/31/2015	5	44	
2	Site Preparation	Site Preparation	9/1/2015	9/30/2015	5	22	
3	Grading	Grading	10/1/2015	10/31/2015	5	22	
4	Building Construction	Building Construction	11/1/2015	2/1/2016	5	66	
5	Paving	Paving	2/2/2016	2/28/2016	6	24	
6	Architectural Coating	Architectural Coating	3/1/2016	4/30/2016	5	44	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 280,925; Non-Residential Outdoor: 93,642 (Architectural Coating – sqft)

Off-Road Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	76	0.45
Demolition	Excavators	3	6.00	162	0.38
Demolition	Concrete/Industrial Saws	1	6.00	51	0.75
Grading	Excavators	1	6.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.28
Building Construction	Forklifts	3	6.00	89	0.20
Building Construction	Generator Sets	1	6.00	84	0.74
Paving	Pavers	2	6.00	126	0.42
Paving	Rollers	2	6.00	60	0.36
Demolition	Rubber Tired Dozers	2	6.00	265	0.40
Grading	Rubber Tired Dozers	1	6.00	265	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	6.00	97	0.37
Paving	Paving Equipment	2	6.00	130	0.35
Site Preparation	Tractors/Loaders/Backhoes	4	6.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	6.00	265	0.40
Building Construction	Welders	1	6.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	117.00	46.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx CO2	NO2+CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Fugitive Dust					2.9711	0.0000	2.9711	0.4433	0.0000	0.4433			0.0000			0.0000
On-Road	4.6093	48.3629	36.0738	0.0399		2.4809	2.4809		2.2883	2.2883		4,127.1934	4,127.1934	1.1183		4,160.6198
Total	4.6093	48.3629	36.0738	0.0399	2.9711	2.4809	5.4520	0.4433	2.2883	2.7316		4,127.1934	4,127.1934	1.1183		4,160.6198

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3.2 Demolition - 2015

Unmitigated Construction Off-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx CO2	NO2+CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0930	1.1455	2.1800e-003	0.1877	1.8800e-003	0.1883	0.0446	1.8800e-003	0.0450		180.7193	180.7193	0.0109		180.8418
Total	0.0740	0.0930	1.1455	2.1800e-003	0.1877	1.8800e-003	0.1883	0.0446	1.8800e-003	0.0450		180.7193	180.7193	0.0109		180.8418

Mitigated Construction On-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx CO2	NO2+CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Fugitive Dust					2.9711	0.0000	2.9711	0.4433	0.0000	0.4433			0.0000			0.0000
On-Road	4.6093	48.3629	36.0738	0.0399		2.4809	2.4809		2.2883	2.2883		4,127.1934	4,127.1934	1.1183		4,160.6198
Total	4.6093	48.3629	36.0738	0.0399	2.9711	2.4809	5.4520	0.4433	2.2883	2.7316		4,127.1934	4,127.1934	1.1183		4,160.6198

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3.2 Demolition - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0930	1.1469	2.1800e-003	0.1877	1.8100e-003	0.1893	0.0446	1.8100e-003	0.0460		180.7132	180.7132	0.0109		180.8418
Total	0.0740	0.0930	1.1469	2.1800e-003	0.1877	1.8100e-003	0.1893	0.0446	1.8100e-003	0.0460		180.7132	180.7132	0.0109		180.8418

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
On-Road	6.2409	14.8197	42.8318	0.0091		3.0893	3.0893		2.8412	2.8412		4,111.7444	4,111.7444	1.2276		4,137.8224
Total	6.2409	14.8197	42.8318	0.0091	18.0663	0.0000	21.1646	9.9307	2.8412	12.7719		4,111.7444	4,111.7444	1.2276		4,137.8224

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3.3 Site Preparation - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0381	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2022	0.0824	1.8400e-003	0.0852		228.8569	228.8569	0.0121		229.1301
Total	0.0381	0.1116	1.3763	2.6200e-003	0.2012	2.0100e-003	0.2022	0.0824	1.8400e-003	0.0852		228.8569	228.8569	0.0121		229.1301

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
On-Road	6.2409	14.8197	42.8318	0.0091		3.0893	3.0893		2.8412	2.8412		4,111.7444	4,111.7444	1.2276		4,137.8224
Total	6.2409	14.8197	42.8318	0.0091	18.0663	0.0000	21.1646	9.9307	2.8412	12.7719		4,111.7444	4,111.7444	1.2276		4,137.8224

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3.3 Site Preparation - 2015

Mitigated Construction Off-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

3.4 Grading - 2015

Unmitigated Construction On-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000			0.0000
On-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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3.4 Grading - 2015

Unmitigated Construction Off-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Mitigated Construction On-Site

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000			0.0000
On-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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3.4 Grading - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0740	0.0930	1.1439	2.1900e-003	0.1877	1.8800e-003	0.1883	0.0448	1.8800e-003	0.0450		180.7132	180.7132	0.0101		180.9419
Total	0.0740	0.0930	1.1439	2.1900e-003	0.1877	1.8800e-003	0.1883	0.0448	1.8800e-003	0.0450		180.7132	180.7132	0.0101		180.9419

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Off-Road	3.6191	30.0293	18.7446	0.0288		2.1167	2.1167		1.9304	1.9304		2,689,577.1	2,689,577.1	0.8748		2,703,748.3
Total	3.6191	30.0293	18.7446	0.0288		2.1167	2.1167		1.9304	1.9304		2,689,577.1	2,689,577.1	0.8748		2,703,748.3

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3.5 Building Construction - 2015

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4406	4.8485	5.1072	0.0101	0.2889	0.0762	0.3650	0.0816	0.0761	0.1577		1,024,046.2	1,024,046.2	0.3200e-003		1,024,218.9
Worker	0.1770	0.2213	0.9410	0.0170	1.3078	0.0131	1.3209	0.3468	0.0120	0.3588		1,487,563.1	1,487,563.1	0.0549		1,489,345.9
Total	1.0176	5.2738	14.0482	0.0271	1.5946	0.0893	1.6839	0.4284	0.0881	0.5166		2,611,609.4	2,611,609.4	0.0851		2,613,684.9

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	H2O	CO2e
Category	t/day										t/day					
Off-Road	3.6191	30.0293	18.7446	0.0288		2.1167	2.1167		1.9304	1.9304		2,689,577.1	2,689,577.1	0.8748		2,703,748.3
Total	3.6191	30.0293	18.7446	0.0288		2.1167	2.1167		1.9304	1.9304		2,689,577.1	2,689,577.1	0.8748		2,703,748.3

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3.5 Building Construction - 2015

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	HBio- CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0002	0.0003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4401	4.8435	5.1072	0.0101	0.2555	0.0743	0.3300	0.0316	0.0701	0.1017		1,024,044	1,024,044	3,3200e-001		1,024,218
Worker	0.5170	0.7213	8.9460	0.0170	1.1071	0.0131	1.1209	0.3419	0.0120	0.3539		1,437,161	1,437,161	0.0949		1,439,349
Total	1.0174	6.2713	14.0532	0.0271	1.1946	0.0874	1.4938	0.4234	0.0821	0.6704		2,461,205	2,461,205	0.0951		2,463,564

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	HBio- CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Off-Road	2.4082	28.6093	18.6266	0.0268		1.9874	1.9874		1.8495	1.8495		2,469,288	2,469,288	0.4620		2,469,199
Total	2.4082	28.6093	18.6266	0.0268		1.9874	1.9874		1.8495	1.8495		2,469,288	2,469,288	0.4620		2,469,199

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3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	HBio- CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0002	0.0003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1976	4.0254	4.6767	0.0101	0.2555	0.0429	0.3491	0.0316	0.0578	0.1395		1,019,014	1,019,014	3.4900e-001		1,019,171
Worker	0.6211	0.8819	8.1183	0.0170	1.3079	0.0124	1.3202	0.3419	0.0114	0.3532		1,437,164	1,437,164	0.0783		1,439,191
Total	0.9087	4.8813	12.7950	0.0271	1.4947	0.0763	1.6700	0.4235	0.0692	0.4927		2,456,178	2,456,178	0.0867		2,457,749

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	HBio- CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Off-Road	2.4082	28.6093	18.6266	0.0268		1.9874	1.9874		1.8495	1.8495		2,469,288	2,469,288	0.4620		2,469,199
Total	2.4082	28.6093	18.6266	0.0268		1.9874	1.9874		1.8495	1.8495		2,469,288	2,469,288	0.4620		2,469,199

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3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.3176	4.6264	4.6267	0.0101	0.2949	0.0629	0.3488	0.0016	0.0179	0.0195		1,013.014	1,013.014	7.4400E-03		1,013.171
Worker	0.0211	0.0000	0.1103	0.0170	1.3078	0.0124	1.3202	0.3468	0.0114	0.3582		1,437.924	1,437.924	0.0783		1,438.033
Total	0.3387	4.6264	4.7363	0.0271	1.5947	0.0753	1.6700	0.4284	0.0293	0.4577		2,450.938	2,450.938	0.0863		2,451.204

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
On-Road	2.0131	22.3853	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.376	2,316.376	0.0000		2,331.043
Paving	0.1303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1434	22.3853	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.376	2,316.376	0.0000		2,331.043

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3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	1.0426	2.1820E-03	0.1677	1.6122E-03	0.1683	0.0446	1.4625E-03	0.0450		184.3632	184.3632	0.0100		184.6639
Total	0.0000	0.0000	1.0426	2.1820E-03	0.1677	1.6122E-03	0.1683	0.0446	1.4625E-03	0.0450		184.3632	184.3632	0.0100		184.6639

Mitigated Construction On-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx-CO2	NO2-CO2	Total CO2	CH4	N2O	CO2e
Category	t/day										t/day					
On-Road	2.0131	22.3853	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.376	2,316.376	0.0000		2,331.043
Paving	0.1303					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.1434	22.3853	14.8176	0.0223		1.2610	1.2610		1.1601	1.1601		2,316.376	2,316.376	0.0000		2,331.043

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3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B12-CO2	HB12-CO2	Total CO2	CH4	N2O	CO2e
Category	B/day										B/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0468	0.0841	1.0408	2.1800e-002	0.1677	1.6100e-003	0.1693	0.0446	1.4800e-003	0.0469		184.3632	184.3632	0.0100		184.6839
Total	0.0468	0.0841	1.0408	2.1800e-002	0.1677	1.6100e-003	0.1693	0.0446	1.4800e-003	0.0469		184.3632	184.3632	0.0100		184.6839

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B12-CO2	HB12-CO2	Total CO2	CH4	N2O	CO2e
Category	B/day										B/day					
Archit. Coating	39.4172					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
On-Road	0.1611	2.3722	1.8339	2.9700e-002		0.1916	0.1916		0.1916	0.1916		281.4481	281.4481	0.0032		282.1449
Total	39.5783	2.3722	1.8339	2.9700e-002		0.1916	0.1916		0.1916	0.1916		281.4481	281.4481	0.0032		282.1449

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3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B12-CO2	HB12-CO2	Total CO2	CH4	N2O	CO2e
Category	B/day										B/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1024	0.1289	1.8966	2.3400e-002	0.2671	2.4300e-003	0.2695	0.0882	2.2000e-003	0.0904		282.8748	282.8748	0.0114		282.9990
Total	0.1024	0.1289	1.8966	2.3400e-002	0.2671	2.4300e-003	0.2695	0.0882	2.2000e-003	0.0904		282.8748	282.8748	0.0114		282.9990

Mitigated Construction On-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B12-CO2	HB12-CO2	Total CO2	CH4	N2O	CO2e
Category	B/day										B/day					
Archit. Coating	39.4172					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
On-Road	0.1611	2.3722	1.8339	2.9700e-002		0.1916	0.1916		0.1916	0.1916		281.4481	281.4481	0.0032		282.1449
Total	39.5783	2.3722	1.8339	2.9700e-002		0.1916	0.1916		0.1916	0.1916		281.4481	281.4481	0.0032		282.1449

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3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	N2O	CO2e
Category	g/day										g/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1024	0.1283	1.8888	3.3420e-003	0.2671	3.4320e-003	0.2688	0.0692	2.2320e-003	0.0704		212.6748	212.6748	0.0164		212.9913
Total	0.1024	0.1283	1.8888	3.3420e-003	0.2671	3.4320e-003	0.2688	0.0692	2.2320e-003	0.0704		212.6748	212.6748	0.0164		212.9913

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	HHV-CO2	Total CO2	CH4	N2O	CO2e
Category	g/day										g/day					
Mitigated	2.0173	8.6984	27.0245	0.0118	4.3472	0.0939	4.4470	1.1621	0.0918	1.2541		1,736,863.4	1,736,863.4	0.2372		1,101,834.3
Unmitigated	2.0173	8.6984	27.0245	0.0118	4.3472	0.0939	4.4470	1.1621	0.0918	1.2541		1,736,863.4	1,736,863.4	0.2372		1,101,834.3

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4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Parking Lot	0.00	0.00	0.00		
Unretrofitted Warehouse-No Mit	477.79	477.79	477.79	2,047,674	2,047,674
Total	477.79	477.79	477.79	2,047,674	2,047,674

4.3 Trip Type Information

Land Use	MTes			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Directed	Pass-by
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unretrofitted Warehouse-No Mit	16.60	8.40	6.90	59.00	0.00	41.00	92	6	3

LOA	LD1	LD2	MOV	LHD1	LHD2	MHD	HHO	CBUS	UBUS	NCV	CBUS	MH
0.833595	0.054434	0.178244	0.128508	0.036943	0.006213	0.018425	0.031066	0.002453	0.003167	0.003691	0.000143	0.001603

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B10-CO2	NE10-CO2	Total CO2	GHG	N2O	CO2e	
Category	lb/day										lb/day						
Natural Gas Unmitigated	4.91700e-003	0.0495	0.0079	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003			14.1017	14.1017	1.0400e-003	9.9000e-004	64.4330
Natural Gas Unmitigated	4.91700e-003	0.0495	0.0079	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003			14.1017	14.1017	1.0400e-003	9.9000e-004	64.4330

5.2 Energy by Land Use - Natural Gas
Unmitigated

	Natural Gas Use	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B10-CO2	NE10-CO2	Total CO2	GHG	N2O	CO2e	
Land Use	BTU/yr	lb/day										lb/day						
Unrefrigerated Warehouse-No Cooling	4.91700e-003	4.91700e-003	0.0495	0.0079	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003			14.1017	14.1017	1.0400e-003	9.9000e-004	64.4330
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000
Total		4.91700e-003	0.0495	0.0079	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003			14.1017	14.1017	1.0400e-003	9.9000e-004	64.4330

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5.2 Energy by Land Use - Natural Gas
Mitigated

	Natural Gas Use	ROG	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	B10-CO2	NE10-CO2	Total CO2	GHG	N2O	CO2e	
Land Use	10T/yr	lb/day										lb/day						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	
Unrefrigerated Warehouse-No Cooling	0.459922	4.8500e-03	0.0461	0.0073	2.1600e-04		3.4300e-03	3.4300e-03		3.4300e-03	3.4300e-03		14.1017	14.1017	1.0400e-03	9.9000e-04	64.4330	
Total		4.8500e-03	0.0461	0.0073	2.1600e-04		3.4300e-03	3.4300e-03		3.4300e-03	3.4300e-03		14.1017	14.1017	1.0400e-03	9.9000e-04	64.4330	

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	CO2	FugEve PM10	Exhaust PM10	PM10 Total	FugEve PM2.5	Exhaust PM2.5	PM2.5 Total	B10-CO2	NE10-CO2	Total CO2	GHG	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6393	4.2000e-004	0.0438	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0916	0.0916	2.6000e-004		0.0079
Unmitigated	6.6393	4.2000e-004	0.0438	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0916	0.0916	2.6000e-004		0.0079

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6.2 Area by SubCategory

Unmitigated

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx CO2	NO2 CO2	Total CO2	CH4	N2O	CO2e
SubCategory	g/day										g/day					
Architectural Coating	1.19E1					0.000	0.000		0.000	0.000			0.000			0.000
Consumer Products	8.80E0					0.000	0.000		0.000	0.000			0.000			0.000
Landscaping	4.2700E+003	4.2000E+004	0.0438	0.000		1.6000E+004	1.6000E+004		1.6000E+004	1.6000E+004		0.0318	0.0318	2.4000E+004		0.0970
Total	8.99E0	4.2000E+004	0.0438	0.000		1.6000E+004	1.6000E+004		1.6000E+004	1.6000E+004		0.0318	0.0318	2.4000E+004		0.0970

Mitigated

	ROD	NOx	CO	CO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	SOx CO2	NO2 CO2	Total CO2	CH4	N2O	CO2e
SubCategory	g/day										g/day					
Architectural Coating	1.19E1					0.000	0.000		0.000	0.000			0.000			0.000
Consumer Products	8.80E0					0.000	0.000		0.000	0.000			0.000			0.000
Landscaping	4.2700E+003	4.2000E+004	0.0438	0.000		1.6000E+004	1.6000E+004		1.6000E+004	1.6000E+004		0.0318	0.0318	2.4000E+004		0.0970
Total	8.99E0	4.2000E+004	0.0438	0.000		1.6000E+004	1.6000E+004		1.6000E+004	1.6000E+004		0.0318	0.0318	2.4000E+004		0.0970

7.0 Water Detail

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7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

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MITIGATION MONITORING AND REPORTING PROGRAM

**CAMBRIDGE BUSINESS CENTER
13341 CAMBRIDGE STREET
SANTA FE SPRINGS, CALIFORNIA**



LEAD AGENCY:

**CITY OF SANTA FE SPRINGS
PLANNING AND DEVELOPMENT DEPARTMENT
11710 TELEGRAPH ROAD
SANTA FE SPRINGS, CALIFORNIA 90670**

MAY 4, 2015

SPSP 020

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1. OVERVIEW OF THE PROJECT

The proposed project involves the construction of a 184,475 square foot warehouse on a 9.69-acre site located at 13341 Cambridge Street within the City of Santa Fe Springs. The proposed project will include a 179,475 square foot warehouse and 5,000 square feet of dedicated office space. A total of 235 parking stalls and 34 dock doors will be installed. Access to the new warehouse will be provided by four driveways along Cambridge Street. A total of 38,942 square feet will be dedicated to landscaping. An existing 132,808 square foot concrete tilt-up warehouse with 4,065 square feet of ancillary office space will need to be demolished in order to accommodate the proposed project. The project Applicant is Golden Springs Development, 13021 Leffingwell Road, Santa Fe Springs, California 90670.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project is not expected to result in significant adverse environmental impacts, upon implementation of the required mitigation measures. The following Mandatory Findings of Significance can be made as set forth in Section 15065 of the CEQA Guidelines, as amended, based on the results of this environmental assessment:

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

3. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4. MITIGATION MEASURES

The following mitigation is required to eliminate potential light trespass:

Mitigation Measure No. 1 (Aesthetics). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Planning and Development Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 2 (Aesthetics). An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning and Development Department, Police Services Department, and the Chief Building Official.

The analysis determined that the following mitigation is required to further reduce potential air quality impacts:

Mitigation Measure No. 3 (Air Quality). All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.

Mitigation Measure No. 4 (Air Quality). The Applicant or General Contractor shall keep the construction area sufficiently damped to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.

Mitigation Measure No. 5 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.

Mitigation Measure No. 6 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.

Mitigation Measure No. 7 (Air Quality). The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Community and Economic Development Department.

Mitigation Measure No. 8 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.

Mitigation Measure No. 9 (Air Quality). The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

The following measures are required to ensure that potential hazards and hazardous materials impacts are mitigated:

Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The following measures are required to ensure that potential hydrology and water quality impacts are mitigated:

Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.

Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

The following mitigation will address construction (short-term) noise impacts:

Mitigation Measure No. 15 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.

The following mitigation will address impacts to public services:

Mitigation Measure No. 16 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.

Mitigation Measure No. 17 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.

The following mitigation will address impacts to transportation and circulation:

Mitigation Measure No. 18 (Transportation and Circulation). A new traffic signal shall be installed at the intersection of Carmenita Road and Cambridge Street at the expense of the project Applicant. The design, installation, and operation of the signal must be approved by the City.

Mitigation Measure No. 19 (Transportation and Circulation). A warning sign with flashing lights must be installed at a specified distance from the proposed signal to warn traffic of the signal's presence. The location and design will be determined by the City.

5. MITIGATION MONITORING

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

TABLE 1 MITIGATION-MONITORING PROGRAM			
Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Aesthetics). The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Planning and Development Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.	City of Santa Fe Springs Planning and Development Department, Police Services Department, and the Chief Building Official • (Applicant is responsible for implementation)	<i>Prior to the issuance of building permits</i> • Mitigation ends at the completion of the design phase.	Date: Name & Title:
Mitigation Measure No. 2 (Aesthetics). An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning and Development Department, Police Services Department, and the Chief Building Official.	City of Santa Fe Springs Planning and Development Department, Police Services Department, and the Chief Building Official • (Applicant is responsible for implementation)	<i>Prior to the issuance of building permits</i> • Mitigation ends at the completion of the design phase.	Date: Name & Title:

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TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 3 (Air Quality). All unpaved demolition and construction areas shall be watered during excavation, grading and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Watering could reduce fugitive dust by as much as 55 percent.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 4 (Air Quality). The Applicant or General Contractor shall keep the construction area sufficiently damp to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 5 (Air Quality). All materials transported off-site shall either be sufficiently watered or securely covered to prevent excessive amounts of dust and spillage.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 6 (Air Quality). All clearing, earthmoving, or excavation activities shall be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 7 (Air Quality). The Applicant shall ensure that trucks carrying demolition debris are hosed off before leaving the construction site pursuant to the approval of the Planning and Development Department.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 8 (Air Quality). The Applicant shall ensure that the contractors adhere to all pertinent SCAQMD protocols regarding grading, site preparation, and construction activities.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 9 (Air Quality). The Applicant shall ensure that the grading and building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.	City of Santa Fe Springs Planning and Development Department and the SCAQMD • (Applicant is responsible for implementation)	<i>During the project's construction phase.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant, and the contractors, must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.	Chief Building Official • (The Applicant is responsible for implementation)	<i>Prior to the Issuance of any Building Permits</i> • Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Storm water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	Chief Building Official and City Engineer • (Applicant is responsible for implementation)	<i>Prior to issuance of a grading permit.</i> • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 12 (Hydrology and Water Quality). The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project sites and be available for review on request.	Chief Building Official and City Engineer • (Applicant is responsible for implementation)	<i>Prior to issuance of a grading permit.</i> • Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City Engineer • (Applicant is responsible for implementation)	Prior to issuance of a Certificate of Occupancy. • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City Engineer • (Applicant is responsible for implementation)	Prior to issuance of a Certificate of Occupancy. • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 15 (Noise). The Applicant shall ensure that the contractors conduct demolition and construction activities between the hours of 7:00 AM and 7:00 PM on weekdays and 8:00 AM to 5:00 PM on Saturdays, with no construction permitted on Sundays or Federal holidays.	City of Santa Fe Springs Planning and Development Department • (Applicant is responsible for implementation)	During the project's construction phase. • Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 16 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements.	Santa Fe Springs Fire Department • (The Applicant is responsible for implementation)	During final plan check • Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 17 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements.	Santa Fe Springs Police Department • (The Applicant is responsible for implementation)	During final plan check • Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 18 (Transportation and Circulation). A new traffic signal shall be installed at the intersection of Carmenita Road and Cambridge Street at the expense of the project Applicant. The design, installation, and operation of the signal must be approved by the City.	City of Santa Fe Springs Planning and Development Department and City Engineer • (The Applicant is responsible for signal installation)	During final plan check • Signal must be installed prior to issuance of Occupancy Permit.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 19 (Transportation and Circulation). A warning sign with flashing lights must be installed at a specified distance from the proposed signal to warn traffic of the signal's presence. The location and design will be determined by the City.	City of Santa Fe Springs Planning and Development Department and City Engineer • <i>(The Applicant is responsible for signal installation)</i>	<i>During final plan check</i> • Signal must be installed prior to issuance of Occupancy Permit.	Date: Name & Title:



NEW BUSINESS

Modification Permit Case No. 1251

Request for a Modification of Property Development Standards to not provide required parking stalls related to a proposed 5,800 sq. ft. office mezzanine at 14820 Mica Street (APN: 8069-014-009), within the M-2-FOZ, Heavy Manufacturing – Freeway Overlay, Zone and the M-2, Heavy Manufacturing, Zone. (Golden Springs Development Company)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the proposed project, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the Zoning Regulations and consistent with the goals, policies, and programs of the City's General Plan.
2. Find that the applicant's Modification Permit request meets the criteria set forth in Section 155.695 of the City's Zoning Regulation for the granting of a Modification Permit.
3. Find that the current proposal will remain within the scope of the previously prepared Initial Study/Mitigated Negative Declaration for Development Plan Approval Case No. 878 and Tentative Parcel Map No. 71982, and since there is no substantial evidence that the proposed modification of property development standards will have a significant adverse effect on the environment, no new environmental documents are therefore required.
4. Approve Modification Permit Case No. 1251, subject to the conditions of approval as stated within this staff report.

LOCATION / BACKGROUND

The subject site is located at the northeast corner of Marquardt Avenue and Freeway Drive and is dual zoned; the majority of the property (southern portion that fronts onto Freeway Drive) is within the M-2-FOZ, Heavy Manufacturing – Freeway Overlay, Zone, with the northern portion (approximately 525 linear feet) within the M-2, Heavy Manufacturing, Zone. The site, comprised of a single parcel of approximately 18.7 acres, has a single building, with a footprint of 448,060 sq. ft., designed to accommodate two occupants. The southern portion of the building has an address of 13833 Freeway Drive; the northern portion of the building, the subject of this application, has an address of 14820 Mica Street. Industrial land uses are located to

the north, west, and south (across Interstate 5); the Santa Fe Springs Swap Meet is the adjacent easterly property.

The southern portion of the building, to be occupied by Gelson's Market for their corporate office and distribution center, received Planning Commission approval of Modification Permit (MOD) Case No. 1249 on March 9, 2015, to not provide twenty (20) required parking stalls related to a proposed 15,000 sq. ft. office mezzanine. The 15,000 sq. ft. mezzanine increased the overall area of the building to 463,060 sq. ft. The MOD was justified through employee count to existing parking ratios. It should be noted that Gelson's is conditioned to allow for a maximum of 144 employees at peak shift.

PROJECT DESCRIPTION

As previously stated, the building was designed to accommodate two occupants; the subject application pertains to the northern half of the building, which is to be utilized by US Corrugated for corrugated packaging production and distribution, with an incidental office area. As part of their planned tenant improvement, the applicant is proposing to construct a 5,800 sq. ft. mezzanine, designated as office area, within the existing shell of the building. The proposed 5,800 sq. ft. mezzanine requires an additional twelve (12) parking spaces beyond what was previously required. The existing 463,060 sq. ft. building requires 631 parking spaces, with 611 currently provided; however, the site cannot accommodate additional parking spaces. As such, a modification of property development standards to not provide the additional required parking spaces must be obtained prior to the approval of additional square footage.

STREETS AND HIGHWAYS

The subject site has frontage on Freeway Drive to the south, Marquardt Avenue to the west, and Mica Street to the north. Marquardt Avenue is designated as a "Secondary Highway" within the Circulation Element of the City's General Plan; Freeway Drive and Mica Street are local streets.

ZONING AND LAND USE

Industrially zoned areas generally surround the subject site. Properties to the east, west, and south are zoned M-2-FOZ, Heavy Manufacturing – Freeway Overlay, and are currently occupied with industrial manufacturing, production, warehouse/distribution facilities, and the Santa Fe Springs Swap Meet (to the east). Properties to the north are zoned M-2, Heavy Manufacturing, and are generally occupied by various manufacturing/warehouse type uses.

ENVIRONMENTAL DOCUMENTS

A Mitigated Negative Declaration (MND) was previously prepared, and subsequently approved, by the Planning Commission on October 22, 2012, in conjunction with Development Plan Approval (DPA) No. 878 and Tentative Parcel Map (TPM) No. 71982. The current proposal is not considered a significant change from what was already reviewed and approved under DPA 878. A 5,800 sq. ft., or 1.3%, mezzanine addition to an existing 448,060 sq. ft. building would not create any substantial impacts beyond what has already been reviewed and identified in the original MND.

NOTICE TO ADJACENT PROPERTY OWNERS

As with similar requests, staff mailed a notice, on May 1, 2015, to adjacent property owners to advise them of the Modification Permit request and of the date and time when this matter would be considered by the Planning Commission. To date, staff has not received any correspondence concerning the request.

REQUIRED SHOWING

In accordance with Section 155.695 of the City's Zoning Regulations, a Modification Permit request by an applicant in non-residential zones may be granted by the Planning Commission if the applicant shows the following conditions apply:

(A) *That the granting of the modification would not grant special privileges to the applicant not enjoyed by other property owners in the area.*

The Planning Commission would not be granting special privileges to the applicant since similar requests have been granted in the past. The chart provided below identifies similar parking Modifications that were approved and justified based on the existing employee to parking ratios that are unique to each respective business and location.

Recent Parking Modifications

Case No.	Site Address	Request	Date Approved
MOD 1249	13833 Freeway Drive	Parking Reduction	March 2015
MOD 1247	15600 – 15601 Resin Place	Parking Reduction	November 2014
MOD 1221	9306 Sorenson Avenue	Parking Reduction	January 2012
MOD 1222	8201 Sorenson Avenue	Parking Reduction	November 2011

(B) *That the subject property cannot be used in a reasonable manner under the existing regulations.*

The site is fully developed; as such, there is no available space on the subject property to provide the additional twelve (12) parking spaces as required by the square footage of the proposed 5,800 sq. ft. office mezzanine. The additional office area is a critical component necessary to support the operations of the future tenant, US Corrugated.

(C) *That the hardship involved is due to unusual or unique circumstances.*

The unique circumstance in this case is the fact that US Corrugated's employee count is significantly less than the amount of parking spaces provided for the site in which they are to occupy. Specifically, the total number of employees totals 86, with a maximum of 53 employees at peak level.

The site has a total of 611 parking spaces; at the peak capacity of 53 employees working within the subject northern portion of the building (US Corrugated), and the maximum peak of 144 employees working within the southern portion of the building (Gelson's), there will remain 414 parking spaces (assuming all employees drive alone) for visitors and future growth. Nevertheless, staff has imposed a condition to limit the occupancy of their portion of the building, thus leaving adequate parking for visitors and the future growth of the occupants.

(D) *That the modification, if granted, would not be detrimental to other persons or properties in the area nor be detrimental to the community in general.*

Granting the Modification Permit request would not be detrimental to other persons, properties in the area, or the community in general. Given US Corrugated's existing employee count, the Modification Permit is not expected to result in overflow parking onto the adjacent streets and businesses. Based on their current operational needs, US Corrugated expects to initially have a total of 86 employees. US Corrugated anticipates that their total employee count will increase by approximately ten employees in the next five to ten years. As previously stated, the site has been designed to provide 611 parking spaces, which is sufficient to handle the anticipated parking demands related to their business, the adjacent business within the southern portion of the building (Gelson's Market), and any future growth.

Nevertheless, similar to previous Modification Permits granted by the Planning Commission, staff placed a condition to clarify that the parking modification, if granted, is solely for US Corrugated and is not transferable unless prior written approval is granted by the Director of Planning. Furthermore, should US Corrugated vacate the premises, they are required to fully remove the subject mezzanine with an approved Demolition Permit; alternatively, the mezzanine may remain if the new tenant/owner provides the Director of Planning with written proof that the employee count to parking ratio is substantially similar to the ratios provided by US Corrugated (see condition #1). It should also be noted, per condition #4, any future expansions to the building or mezzanine shall require prior approval by the Planning Commission.

STAFF CONSIDERATIONS

For the aforementioned reasons and findings, staff finds that approval of Modification Permit Case No. 1251 will not be detrimental to the surrounding properties or to the community as a whole and is, therefore, recommending approval of the Modification Permit request subject to the conditions of approval as contained in this report.

CONDITIONS OF APPROVAL:**POLICE SERVICES DEPARTMENT:****(Contact: Margarita Munoz 562.409-1850 x3319)**

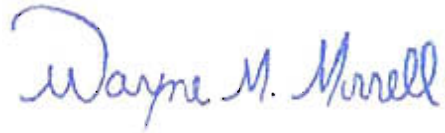
1. That the designated remaining parking areas shall not be further reduced or encroached upon for any type of outdoor storage or staging at any time.

PLANNING AND DEVELOPMENT DEPARTMENT:**(Contact: Paul Garcia 562.868-0511 x7354)**

2. That the applicant acknowledges that the privileges granted under Modification Permit (MOD) Case No. 1251 Permit for the sole use and benefit of US Corrugated. Should US Corrugated move, vacate, or otherwise abandon the premises, the 5,800 square foot mezzanine related to the subject MOD shall be removed within 30-days (with an approved Demolition Permit); alternatively, the applicant understands that any new tenant/owner that occupies the subject tenant space (north half of the building) must provide the Director of Planning with written proof that the employee to parking ratio will be substantially similar to the ratios provided by US Corrugated and on file with the subject MOD.
3. That prior to vacating the premises, US Corrugated shall provide a 60-day advance notice to the Director of Planning of its intent to vacate the property.
4. That 611 off-street parking spaces shall be made continuously available on the subject site at all times, per DPA Case No. 878, and as shown on the site plan submitted by the applicant and on file with this case. Any reduction of the existing off-street parking shall require Planning Commission approval of a Modification Permit.
5. That the applicant understands that any future expansion to the building and/or mezzanine area shall require prior approval by the Planning Commission for an amendment to this Modification Permit.
6. That there shall be a maximum capacity of 86 employees at peak shift within the portion of the building occupied by US Corrugated.
7. That, in the event the need arises for the additional required off-street parking spaces as determined by the Director of Planning, the applicant shall work with the planning staff to come up with a solution to immediately mitigate the parking issues.
8. That the development shall otherwise be substantially in accordance with the plot plan submitted by the owner and on file with the case.

9. That the applicant shall obtain all necessary Building Permits and related approvals from the Building, Planning and Fire Department for the proposed improvements.
10. That the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development.
11. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be assessed to any contractor or sub-contractor that fails to obtain a Business License and a Building Permit final or Certificate of Occupancy will not be issued until all fees and penalties are paid in full. Please contact Cecilia Martinez, Business License Clerk, at (562) 868-0511, extension 7527 for additional information. A business license application can also be downloaded at www.santafesprings.org.
12. That the applicant, Golden Springs Development Company, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject Modification Permit, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.
13. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.
14. That if there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the Modification Permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the Modification Permit. Applicant shall be notified prior to any such action by the Director of Planning and/or Planning Commission.

15. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, the Director of Planning may refer the subject Modification Permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the subject Modification Permit as needed.



Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. MOD 1251 – Application
3. Employee Roster
4. Set of Plans

Aerial Photograph



Modification Permit Case No. 1251

14820 Mica Street

Golden Springs Development Company

MOD 1251 Application

City of Santa Fe Springs
Application for
MODIFICATION PERMIT (MOD)

RECEIVED

MAR 3 6 2015

Planning Dept.

The Undersigned hereby petitions for a Modification of one or more property development requirements of the Zoning Ordinance.

Location of property (ies) involved (Provide street address or if no address, give distance from nearest street intersection):

14820 Mica Street, Santa Fe Springs CA 90670

Legal description of property:

That portion of the southwest quarter of the south east quarter of section 21, township 3 south range, 11 west, in the Racho Los Cayotes, in the city of Santa Fe Springs, County of Los Angeles, States of California, as per map recorded in book 41819 pages 141 ET SEQ., official records in the office of the County of Said County.

Record Owner of Property:

Name: Golden Springs Development Company Phone No: 562-921-3581

Mailing Address: 13116 Imperial Highway, Santa Fe Springs CA 90670

Fax No: _____ E-mail: sassover@thriftyoll.com

The application is being filed by:

☐ Record Owner of the Property

☒ Authorized Agent of the Owner

(Written authorization must be attached to application)

Status of Authorized Agent (engineer, attorney, purchaser, lessee, etc.):

Architect

Describe the modification requested:

Requesting review and approval to build a 5,800 SF mezzanine to an existing facility without the need to increase auto parking spaces.

NOTE

This application must be accompanied by the filing fee, detailed plot plan, and other data specified in the form entitled "Information on Modification of Property Development Standards"

MOD 1251 Application (cont.)

MOD Application
Page 2 of 3

JUSTIFICATION STATEMENT

BEFORE A MODIFICATION CAN BE GRANTED, THE PLANNING COMMISSION MUST BE SATISFIED THAT ALL OF THE FOLLOWING CONDITIONS APPLY. YOUR ANSWERS SHOULD JUSTIFY YOUR REQUEST FOR A MODIFICATION

JUSTIFICATIONS TO NO. 1 & 2 ARE REQUIRED FOR RESIDENTIALLY ZONED PROPERTIES:

1. Explain how the modification request, if granted, will allow you to utilize your house in a more beneficial manner.

NA

2. Explain how the modification request, if granted, will not be detrimental to the property of others in the area.

NA

JUSTIFICATIONS TO NOS. 3-6 ARE REQUIRED FOR PROPERTIES OTHER THAN RESIDENTIAL:

3. Explain why the subject property cannot be used in a reasonable manner under the existing regulations.

The tenant requires a 5,800 SF of mezzanine to build out their office, without the mezzanine structure, they can not carry out all their warehouse and office functions.

4. Explain the unusual or unique circumstances involved with the subject property which would cause hardship if compliance with the existing regulations is required.

The parking spaces provided on-site meets the minimum requirement for parking. The site cannot provide more parking spaces, therefore per the city's zoning ordinance, a mezzanine cannot be built.

5. Explain how the approval of the requested modification would not grant special privileges which are not enjoyed by other property owners in the area.

There are far more parking spaces than the number of employees. There will be no special privileges, the project is simply utilizing less parking spaces than what is being provided.

6. Describe how the requested modification would not be detrimental to other persons or properties in the area, nor to the public welfare in general.

This would actually be beneficial to the project because there will be fewer parking than allocated thereby reducing the anticipated traffic, carbon footprint etc...

MOD 1251 Application (cont.)

MOD Application
Page 3 of 3

PROPERTY OWNERS STATEMENT

We, the undersigned, state that we are the owners of all of the property involved in this petition (Attach a supplemental sheet if necessary):

Name (please print): Freeway Springs LLC
By: Moshe Sassover, Manager
 Mailing Address: 13116 E. Imperial Highway, Santa Fe Springs, CA 90670
 Phone No: 562-721-3581 x372
 Fax No: 562-921-2877 E-mail: Sassover@Thriftyoil.com
 Signature: [Signature]

Name (please print): _____
 Mailing Address: _____
 Phone No: _____
 Fax No: _____ E-mail: _____
 Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
 COUNTY OF LOS ANGELES) ss.

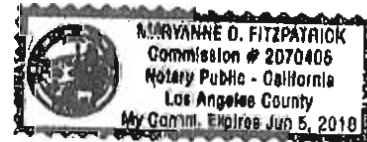
I, Moshe Sassover, being duly sworn, depose and say that I am the petitioner in this application for a Modification Permit, and I hereby certify under penalty of law that the foregoing statements and all statements, maps, plans, drawings and other data made a part of this application are in all respects true and correct to the best of my knowledge and belief.

Signed: [Signature]
 (If signed by other than the Record Owner, written authorization must be attached to this application)

On 3/10/2015 before me, Maryanne D. Fitzpatrick, Notary Public,
 personally appeared Moshe Sassover,
 personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are
 subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal

[Signature]
 Notary Public



FOR DEPARTMENT USE ONLY	
CASE NO:	MOD #1251
DATE FILED:	3/16/15
FILING FEE:	\$1,140
RECEIPT NO:	121216
APPLICATION COMPLETE?	yes

Employee Roster

USC/AMD LA	Head Count			
General Manager	1			
Sales Manager	1			
(6) Salesmen	6			
Designer	1			
(6) Customer Service	6			
(2) Accounting	2			
Human Resource	1			
Production Manager	1			
Scheduler	1			
Maintenance Manager	1			
Shipping Manager	1			
Corrugator Supervisors	3			
Converting Supervisors	3			
Safety Environmental/Quality	1			
Salary Total	29			
	1st Shift	2nd Shift	3rd Shift	
Corrugator				
Singleface Operator	1	1		
Doublebacker Operator	1	1		
Slitter Operator	1	1		
Stacker (Top and Bottom)	1	1		
Corrugator Utility	1	1		
Clamp Truck	1	1		
Whse Clamp	1	1		
Baler/starch /wastewater	1	1		
Converting				
Die Prep and Mounting	1	1		
Apstar Die Cutter				
Operator	1	1	1	
Asst Operator	1	1	1	
Falcon 38 Flexo				
Operator	1	1	1	
Asst Operator	2	1	1	
Ibus 50" Flexo				
Operator	1	1	1	
Asst Operator	2	1	1	
Converting Utility	1	1	1	
Bander	1	1	1	
Maintenance	1	1	1	
Fosber Tech for Corrugator	1	1		
Shipping Clerk	1	1		
Forklift Drivers	1	1	1	
	1	1	1	
TOTAL HOURLY	24	22	11	
Total Employee Count	86			



CONSENT ITEM

Conditional Use Permit Case No. 594-9

A compliance review of a cement batch facility located at 13651 Rosecrans Avenue (APN: 8059-029-010), in the M-2, Heavy Manufacturing, Zone within the Consolidated Redevelopment Project Area. (Bender Ready Mix)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the continued operation and maintenance of a cement batch plant facility, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and will be in conformance with the overall purposes and objectives of the Zoning Regulations and consistent with the goals, policies, and programs of the City's General Plan.
2. Require that Conditional Use Permit Case No. 594, be subject to a compliance review in five (5) years, on or before, May 11, 2020, to ensure that the cement batch plant facility is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Section 155.243(H)(3) of the City's Zoning Regulations, concrete batch mixing and batching plants are required to obtain a Conditional Use Permit prior to commencement of such activities when said use is located in the M-2, Heavy Manufacturing, Zone.

Section 155.243 (H)(3)

Section 155.243

The following uses shall be permitted in the M-2 Zone only after a valid conditional use permit has first been issued:

- (H) Asphalt, concrete and earth products activities of the following kinds:
- (3) Concrete mixing and batching plants.

The subject batch plant is located within the rear portion of the subject property, behind a currently vacant building that was previous occupied by a hardware store. It should be noted that the subject batch plant simply dispatch cement and concrete to their own cement trucks. At no time will the batch plant sell cement to other cement delivery trucks.

The Planning Commission granted the initial CUP approval to allow the establishment, operation and maintenance of a cement batch plant use on the subject site back in August of 1964. There has been a total of 8 time extensions granted since the original CUP approval. The last time extension, granted on August 11, 2008, recently expired. The applicant is therefore seeking approval for a compliance review of the subject CUP to allow the continued operation and the cement batch plant use on the subject site.

In the 1960s, the cement batch plant was operated by Mars Builder Supply. The batch plant was purchased by Mr. Sang Whan Bang in 1992 and renamed the business to CA Ready Mix. Mr. Bang owned and operated the batch facility until the end of 2014 (a total of 22 years). The Commission should note that Mr. Bang recently leased his batch plant to Bender Ready Mix who is now the current operator on the site.

Bender Ready Mix, Inc. is a small family owned and operated concrete manufacturing business. Bender has been in business since 1998 and has a facility in Santa Ana, CA and now Santa Fe Springs, CA. They are involved in projects ranging from a small home renovation to a large commercial development. Bender mainly work throughout Orange, LA and Riverside counties.

STAFF CONSIDERATIONS

As standard practice for all CUP compliance reviews, an inspection of the subject property was performed by City staff to ensure continued compliance with the conditions of approval prior to bringing the matter back to the Planning Commission. Following the recent inspection, the applicant was directed to comply with the following:

- Removal of outdoor storage activities involving boats, RV trailer, etc. from both the front and rear yard areas (initial inspection of CA Ready Mix – Dec 2014).
- Discontinue utilizing the front yard area for the display of Bender Ready Mix cement vehicles (recent inspection of Bender Ready Mix – Mar 2015).

Staff recently re-visited the site and have verified that the applicant has completed the above-referenced items; consequently, the applicant is now in full compliance with the existing conditions of approval. Staff finds that if the concrete batch plant facility continues to operate in strict compliance with the required conditions of approval, the use will continue to be compatible with the surrounding developments and will not

pose a nuisance risk to the public or environment.

Staff is, therefore, recommending that CUP 594 be subject to a compliance review in five (5) years, on or before May 11, 2020, to ensure the use is still operating in compliance with the conditions of approval as contained in this staff report.

CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

1. That the Applicant shall continue to comply with the requirements of Section 155.415 of the City's Zoning Regulations pertaining to Performance Standards, especially with regard to controlling noise, dust and vibrations. **(ongoing)**
2. That all areas used for parking, storage or maneuvering of trucks and vehicles shall remain paved. **(ongoing)**
3. That all necessary precautions shall be taken to ensure that any elevated conveyor stacker equipment used in the operation does not produce dust or noise which would be detrimental to adjoining properties and that a water spray installation is utilized to prevent dust emissions. **(ongoing)**
4. That the Applicant and/or his employees shall keep trucks and other heavy equipment from parking on the street to transfer aggregate or other similar material. **(ongoing)**
5. That the housekeeping of the plant and rear yard areas shall be maintained in good order, and no unsightly storage areas or accumulation of equipment shall be permitted. **(ongoing)**
6. That the Applicant and/or his employees shall continue to maintain a street monitoring and clean-up program for immediate and ongoing clean-up of any trash or material spilled upon the parking lot or any adjacent public street by vehicles using the subject site. **(ongoing)**
7. That the subject site shall not be sublease, sublet or otherwise assigned for use by any other entity other than the activities directly operated and controlled by the Applicant, **unless approved by the Director of Planning or designee.** **(revised - ongoing)**
8. ~~That Reconsideration of Conditional Use Permit Case No. 594 shall not be effective for any purpose until the applicant has filed with the City of Santa Fe Springs and affidavit stating that he is aware of and accepts all the conditions of approval.~~ **(Satisfied prior to bringing matter before PC)**

9. That all other requirements of the City Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code, and all other applicable regulations shall be complied with. **(ongoing)**
10. That the applicant, ~~California Ready Mix~~ **Bender Ready Mix**, and its owners, representative, agree to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning Reconsideration of Conditional Use Permit Case No. 594, when action is brought within the time period provided for in the City's Zoning Ordinance, Section 155.865. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof. **(revised - ongoing)**
11. That Conditional Use Permit Case No. 594 shall be valid for a period of five years, until ~~August 11, 2013~~ **May 11, 2020**. Approximately three months before ~~August 11, 2013~~ **May 11, 2020**, the applicant shall request, in writing, an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval. **(revised - ongoing)**



Wayne M. Morrell
Director of Planning

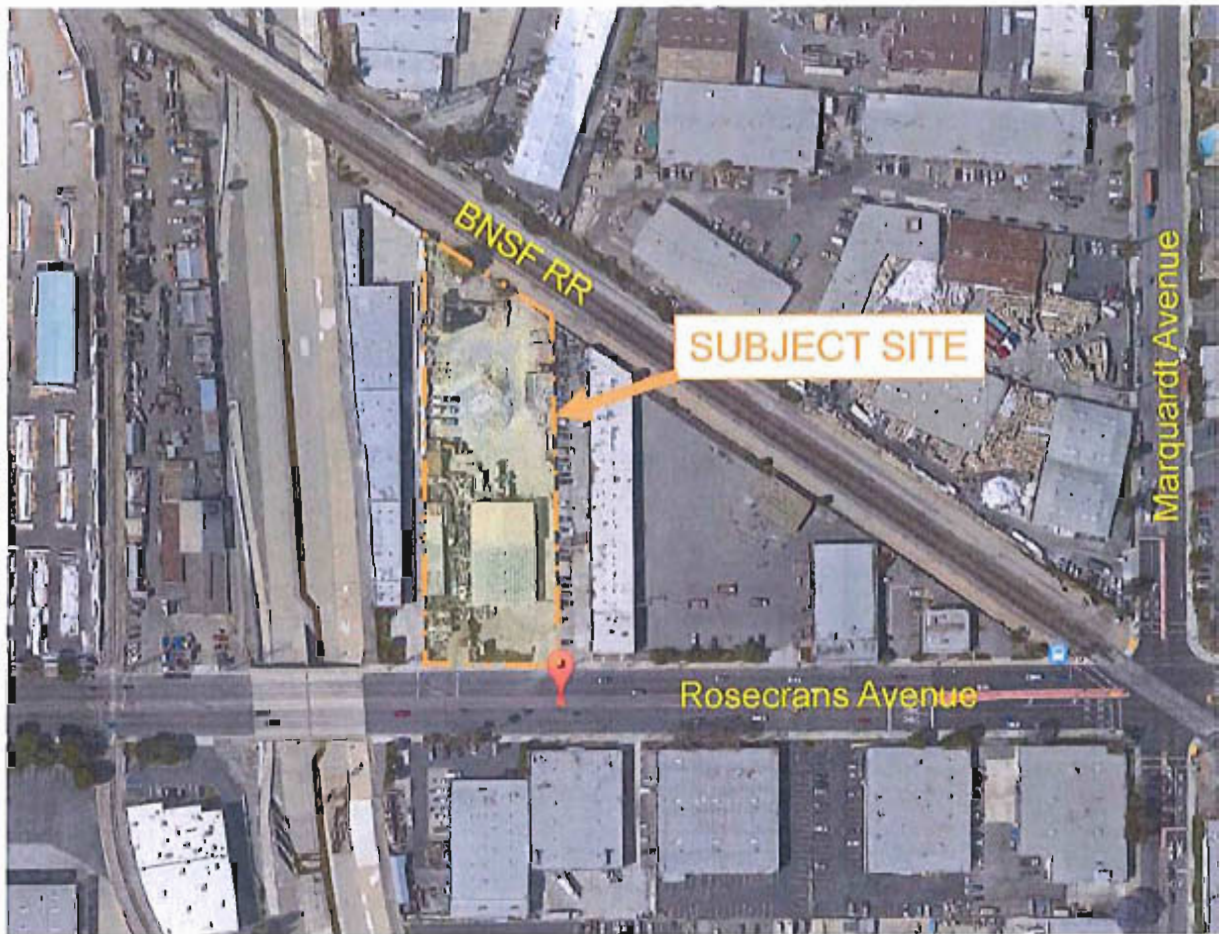
Attachment(s)

1. Aerial Photograph
2. Photographs of Subject Property
3. CUP Extension Request Letter

Aerial Photograph



CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH



Conditional Use Permit Case No. 594-9

APPLICANT: Bender Ready Mix

Photograph of Subject Property (1 of 2)



Photograph of Subject Property (2 of 2)



CUP Extension Request Letter

Youn Bang
California Ready Mix Concrete Co., Inc.
13651 E. Rosecrans Ave.
Santa Fe Springs, CA 90670

August 4, 2013

City of Santa Fe Springs
11710 Telegraph Rd.
Santa Fe Springs, CA 90670-3679
562-868-0511

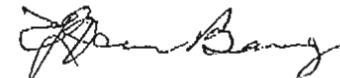
Re: Conditional Use Permit Case No. 594

This letter is in response to a notice we received regarding our Conditional Use Permit. The city indicated that we must request review for compliance of the subject Permit. Thus, we are officially requesting review for compliance of the subject Permit.

There have been no particular changes or alterations to the use since the last review of the subject Permit. The current activities include all activities used in making and mixing concrete and transporting concrete to various job sites.

We have included a processing fee in the amount of \$563.00 made payable by check to the City of Santa Fe Springs.

Sincerely,

 8-5-13

Youn Bang
Secretary

08-21-13 101 0096 CHECK 563.00

CUP Extension Request Letter (Cont.)

		DISTRIBUTION			
FUND	GL	ACTIVITY	OBJECT	PROJECT	AMOUNT
110	217	4110	1000	240274	\$563.00

City of Santa Fe Springs

CAL HARDY MIX CONCRETE CO.
(NAME)
13651 E. Rosecrans Ave.
(ADDRESS)
Santa Fe Springs, CA 90670
(CITY AND STATE)
CUP 594 - Compliance Review
(DESCRIPTION)

RECEIPT

08-21-13 101.0096 CHECK 563.00

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day or 2.50 tons per quarter of reactive organic compounds;
- 100 pounds per day or 2.50 tons per quarter of nitrogen dioxide;
- 550 pounds per day or 24.75 tons per quarter of carbon monoxide;
- 150 pounds per day or 6.75 tons per quarter of PM₁₀; or,
- 150 pounds per day or 6.75 tons per quarter of sulfur oxides.

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

- 55 pounds of reactive organic compounds;
- 55 pounds of nitrogen dioxide;
- 550 pounds of carbon monoxide;
- 150 pounds of PM₁₀; or,
- 150 pounds of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The project area is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.²⁹ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).³⁰ The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).³¹ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2012 AQMP include enhancements to existing programs to meet the 24-hour PM_{2.5} Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include PM_{2.5} and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:³²

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

²⁹ South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted June 2007.

³⁰ Ibid.

³¹ Ibid.

³² South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.