City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE ADJOURNED REGULAR MEETING OF THE
PLANNING COMMISSION
April 13, 2015
5:00 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.

5:00 p.m.

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**
Commissioners Arnold, Johnston, Madrigal, Ybarra, and Zamora.

4. **STUDY SESSION** – Universal Waste Materials Recycling Facility

6:00 p.m.

PLANNING COMMISSION MEETING

5. **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.

6. **MINUTES**
Approval of the minutes of the March 9, 2015 Adjourned Planning Commission Meeting.

7. **PUBLIC HEARING**
Development Plan Approval Case Nos. 887 - 889 and Environmental Documents
A request for approval of Development Plan Approval (DPA). **DPA Case No. 887**: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); **DPA Case No. 888**: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and **DPA Case No. 889**: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on an approximately 54-acre site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

PUBLIC HEARING
Tentative Parcel Map No. 73063 and Environmental Documents
Request for approval to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) for property located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056),

within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

8. **PUBLIC HEARING**

Development Plan Approval Case No. 894 and Environmental Documents

A request for approval to construct a 58,396 sq. ft. concrete tilt-up building, on an approximately 3-acre site, located at 11904 Washington Boulevard (APN: 8169-002-043), within the M-1, Light Manufacturing, Zone. (Washington XC, LLC)

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**

Alcohol Sales Conditional Use Permit Case No. 9

Compliance review of Alcohol Sales Conditional Use Permit Case No. 9 to allow the continued operation and maintenance of an alcoholic beverage sales use involving the sale of alcoholic beverages for on-site customer consumption at The Holiday Tavern, located at 10915 Norwalk Boulevard in the Community Commercial (C-4) Zone. (The Holiday Tavern)

B. **CONSENT ITEM**

Alcohol Sales Conditional Use Permit Case No. 43

Compliance review of Alcohol Sales Conditional Use Permit Case No. 43 to allow the continued operation and maintenance of an alcoholic beverage sales use for on-site consumption by Mariscos Sol Y Mar Restaurant located at 8021 Norwalk Boulevard, within the Cefalia Center in the Community Commercial (C-4) Zone. (Ramona Valdez, Mariscos Sol Y Mar Restaurant)

C. **CONSENT ITEM**

Modification Permit Case No. 1152-4

A compliance review for a modification permit allowing the reduction of required parking related to a 2,569 sq. ft. storage mezzanine within the existing industrial warehouse building located at 13181 Flores Street, (APN: 8011-014-056), in the M-2, Heavy Manufacturing Zone.
(Kenon Electronics, Inc.)

D. **CONSENT ITEM**

Conditional Use Permit Case No. 613-3

A compliance review of a religious and educational facility located on the 1.92-acre, abandoned railroad right-of-way property between Slauson Avenue and Burke Street at 11690 Slauson Avenue and 11721 Burke Street, in the R-3-PD, Multiple Family Residential-Planned Development Overlay, Zone. (Steve Kladouris for Kingdom Hall of Jehovah's Witness).

E. CONSENT ITEM

Conditional Use Permit Case No. 736

Request for a one (1) year extension of Conditional Use Permit (CUP) Case No. 736 to allow the continued operation and maintenance of a food processing facility using poultry and pork products to produce broth on property located at 13930 Borate Street (APN: 8069-007-046), in the M-2, Heavy Manufacturing zoning district. (Wakou USA)

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

April 9, 2015
Date

MINUTES
ADJOURNED MEETING
SANTA FE SPRINGS PLANNING COMMISSION
March 9, 2015

STUDY SESSION

1. **CALL TO ORDER**
Chairperson Johnston called the study session to order at 5:03 p.m.

2. **PLEDGE OF ALLEGIANCE**
Chairperson Johnston called upon Commissioner Arnold to lead the Pledge of Allegiance.

3. **ROLL CALL**

Present: Chairperson Johnston
Vice Chairperson Madrigal
Commissioner Arnold
Commissioner Zamora

Staff: Wayne Morrell, Director of Planning
Steve Skolnik, City Attorney
Cuong Nguyen, Senior Planner
Kristi Rojas, Planning Consultant
Paul Garcia, Planning Consultant
Teresa Cavallo, Planning Secretary

Council: Laurie Rios, Mayor Pro Tem

Absent: Commissioner Ybarra

4. **STUDY SESSION – Goodman Santa Fe Springs Logistics Center**

Chairperson Johnston called upon the following people to discuss and receive input from the Planning Commission on the proposed Goodman Santa Fe Springs Logistics Center development project and draft CEQA documents:

Cuong Nguyen, Senior Planner
Marc Blodgett, Environmental Consultant
Lang Contrell, Regional Director for Goodman Birtcher
Ryan Jones, Vice President for Goodman Birtcher

The study session was recessed at 5:55 p.m.

PLANNING COMMISSION MEETING

Chairperson Johnston reconvened everyone for the Planning Commission meeting at 6:02 p.m.

5. **ORAL COMMUNICATIONS**

Oral Communications were opened at 6:02 p.m. There being no one wishing to speak, Oral Communications were closed at 6:03 p.m.

6. **APPROVAL OF MINUTES**

Minutes of the March 9, 2015 Planning Commission Meeting

Commissioner Zamora moved to approve the minutes of the March 9, 2015 meeting; Commissioner Arnold seconded the motion. There being no objections the minutes were unanimously approved and filed as submitted.

7. **PUBLIC HEARING (Continued from February 18, 2015 PC Meeting)**

CONDITIONAL USE PERMIT Case No. 751 and Environmental Documents

A request to allow the construction and operation of a new double-face billboard (50-foot tall with display area of 14' x 48') on the property located at 15718 Marquardt Avenue (*previous* APN: 7003-01-904), in the M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Newport Diversified, Inc.).

ZONE VARIANCE Case No. 78

A request to vary from Section 155.384 (H)(5) to allow a reduction to the 1,000 foot separation requirements for billboards on the same side of the freeway and also to vary from Section 155.384 (H)(7) to allow a reduction to the 5-acres minimum of size requirement applied to property's with a digital billboard and specifically for property located at 15718 Marquardt Avenue (*previous* APN: 7003-01-904), in the M-2-FOZ, Heavy Manufacturing-Freeway Overlay Zone. (Newport Diversified, Inc.).

Chairperson Johnston opened the Public Hearing at 6:03 p.m.

City Attorney Steve Skolnik addressed the two issues that were brought up at the February Planning Commission meeting and called upon Director of Planning Wayne Morrell for further clarification.

Director of Planning Wayne Morrell addressed the Planning Commission and indicated that the applicant was in agreement to relocate the billboard to accommodate the 500 ft. distance requirement.

City Attorney Steve Skolnik further addressed the issues with regards to timing, Caltrans approving the construction of all approved billboard instead of just the Swap Meet's billboard only and indicated that with respect to how this relates to the timing of starting the other billboards and whether the Planning Commission has the ability in essence to persuade Caltrans to allow the other billboards to move forward by conditioning the approval of this billboard on Caltrans doing so, we do not have a definitive answer for you yet. He indicated that the City has attempted but to bear in mind that the Planning Commission did not have the normal gap between the last meeting and this meeting because the last meeting was in the middle of the month. Nevertheless, Mr. Skolnik indicated that the City has attempted and so far has not been able to get a definitive answer from the people at Caltrans who have the ability to give us an answer which has been hampered by some extent by the local project person with Caltrans that whom the City has dealt with throughout the freeway project is no longer local and is presently working in Sacramento working on something else has been replaced by someone who isn't nearly as knowledgeable.

The Planning Commission has this issue back before the Planning Commission tonight. Unfortunately, with no definitive answer yet as to whether there is a likelihood that Caltrans would allow the other billboards to go forward. However, if the Planning Commission imposes a condition that required Caltrans to do so in order for this billboard to go forward, Staff doesn't have the answer. And with regard to the issue of what does Caltrans mean by completion of the segment and what does it mean in terms of timing. Staff believes that Caltrans is talking about this particular segment and not the totality of the entire I-5 freeway widening project. If it is correct that Caltrans is talking about the other billboards waiting just until the completion of this segment, the estimated completion date for this segment, is either around the end of this calendar year or very early next calendar year. But the completion of the entire project would be more like sometime in 2018 and the person who Mr. Morrell talked to at the local level believes what Caltrans means is just this segment, which means as it stands right now the other billboards won't have clearance to proceed until at the earliest the end of this calendar year or early next year but we do not have that in definitive binding form from Caltrans yet.

Chairperson Johnston called upon the following individuals who wished to speak on behalf of this matter:

Pete Pirzadeh, Representative for applicant Newport Diversified, Inc. wanted to address two to three items and provide some clarification on some of the statements made by the City Attorney. Mr. Pirzadeh was here before the Planning Commission with an application for a CUP and Zone Variance on behalf of the applicant. Mr. Pirzadeh indicated that the applicant was here because they currently own a sign that has been in its present location for over 20 years, and as a result of the Caltrans widening project, the applicant is being forced to relocate that sign. The applicant is not asking for a new sign, the applicant is not asking to do something that the applicant doesn't already have in place. It is because of the freeway widening, because of that action that the applicant is here before you so that the applicant can accommodate Caltrans' needs for access to that parcel. Mr. Pirzadeh indicated that the Planning Commission has heard some objections from other folks as to the timing of what they are doing to what the applicant is doing and that the other properties, Le Fiell, as well as, the property of the gentlemen that spoke last time that those property owners also have transactions with Caltrans, it is a right away transaction. Those property owners also have their own settlements and transactions, whatever it was, it was between them and Caltrans. Their situation is that the applicant had a sign, the applicant is required to relocate the sign. The big difference is that the other two sites are asking for a new sign. So Caltrans has certain requirements. Now those property owners were more than capable, and had the same opportunities that the applicant had, to form their transactions, and structure their transactions in such a way that meet their needs. Whether those property owners did or not we did not oppose any of their CUP actions before the Planning Commission and the applicant hoped that everyone got what they all were here to obtain from the Planning Commission. Mr. Pirzadeh further indicated that the applicant was in a bind and that if the applicant did not move their sign within the time frame that Caltrans wants the sign moved, to put it simply, Caltrans' project is going to get delayed to the extent that if there is a delay in the project then the other two signs are also going to get delayed which doesn't do anyone any good. The applicant's sign as a result of the development agreement and the transaction will bring revenue to the City of Santa Fe Springs. So the sooner the applicant goes in and the sooner the applicant implements their project the City is also going to benefit. The applicant is not asking for anything special and that the applicant was just asking for the Planning Commission's support to accommodate the relocation of the sign so that the Caltrans freeway project can be completed, and so that the applicant can also relocate and replace that sign

so that the applicant is responsive to Caltrans. Mr. Pirzadeh appreciated the Planning Commission's consideration, truly appreciated the Planning Commission's consideration of the differences between this application and the application for a new sign, a brand new sign.

Director of Planning Wayne Morrell clarified it was mentioned that the sign is the same; however, for the record it should be noted that the existing sign is a static sign and not a billboard sign and what is proposed is a digital billboard.

Peter Pirzadeh thanked Director of Planning Wayne Morrell; however, Mr. Pirzadeh further indicated that the applicant had a sign, and that the applicant would've been happy with the sign, but as a result of the taking and the freeway widening impacts that the Caltrans' Project has had on the budget. As part of the transaction there was an understanding that the applicant had the ability to upgrade.

Chairperson Johnston called upon Moshe Sassover.

Moshe Sassover wanted to clarify a few points. Mr. Sassover indicated that in addition to the difference between having a static sign and having a digital sign is that the Swap Meet is asking for is actually a sign that would allow them to take advantage of the new ordinance that the City already has, which would allow them to advertise for more than just the Swap Meet. So it's not just the replacement of a sign, it's not just because it is a digital sign, it's also because it would allow them to generate revenue from advertising. In terms to the gentlemen's comment that we should've negotiated this with Caltrans since Caltrans was involved with us. The Planning Commission should know that we have not been involved with any negotiations with Caltrans with respect to anything on his property. Before Mr. Sassover bought the property Caltrans condemned part of the property for a drainage easement. At that time, when he bought the property, the billboard ordinance didn't exist. So the billboard ordinance came into effect after we bought the property and there was no possibility for any of the landowners involved with the billboards to negotiate anything with Caltrans. Mr. Sassover further indicated that when the Swap Meet is saying that they simple want their billboard and that it shouldn't have to wait, the billboard for the Swap Meet is really not as far along as his billboard. Mr. Sassover's billboard has been permitted, he has a Development Agreement with the City. The Swap Meet still has a number of steps that it has to go through. The Swap Meet still needs to negotiate their Development Agreement, which they have not done and once that is in place that agreement will come before the Planning Commission. Mr. Sassover's Development Agreement has already been in place and ready for a year and half but Mr. Sassover has had to wait for Caltrans to approve his billboard to build. Together with the City, Mr. Sassover has been trying to get Caltrans to give him their permission. Mr. Sassover indicated that there would be no harm to the Swap Meet from waiting for a certain amount of time to see if they can actual work through their process together to get Caltrans to release all of the billboards. If both the City and Mr. Sassover are able to get Caltrans to release all of the billboards the revenue to the City would start much faster since he has the first billboard with a Development Agreement in place. Mr. Sassover asked the Planning Commission to take that into consideration and give him the opportunity, together with the City, to work with Caltrans to see if they both can unlock all of these billboards together. Although, Mr. Sassover does not represent LeFiell he told the Planning Commissioner that at the last meeting he had and felt that it was his obligation to make sure that the Planning Commission was aware of the fact that there was a potential problem with LeFiell' s billboard. Again, Mr. Sassover requested that the Planning Commission look at the good for the overall group and the City and in his own humble opinion Mr. Sassover believes that if the Planning Commission, in their wisdom, would allow him additional time to work

through the issue with Caltrans then he could find out whether he was successful and hopefully he would be but at least he would have that opportunity.

Chairperson Johnston closed the Public Hearing at 6:24 p.m. and requested a motion.

City Attorney Steve Skolnik gave various options to the Planning Commission to consider with regards to Item No. 7.

Pete Pirzadeh also provided the option to deny the CUP application so that the applicant can appeal to City Council. Mr. Pirzadeh indicated that with all due respect due to the time constraints that the Planning Commission can deny the application or approve the application with the condition to relocate the sign to provide the 500 ft distance.

Moshe Sassover also indicated that the Planning Commission should consider approving the applicant's request with a condition that states that Caltrans give everyone the same rights. Mr. Sassover did not believe that there is any harm to the applicant and that the applicant can always appeal to the City Council and in addition to that the applicant cannot build their billboard anyway since the applicant has to go through the Development Agreement process. Mr. Sassover respectfully requested that the Planning Commission consider adding this condition.

A discussion ensued discussing the appeal process and the various actions that the Planning Commission can take.

Commissioner Madrigal asked if the City had the ability to actually get Caltrans to stop their project to make them allow all billboards be built at the same time. City Attorney Steve Skolnik replied that the City conditioning the applicant might put pressure on Caltrans and that is what Mr. Sassover hopes that imposing such a condition Caltrans will give in.

Commissioner Zamora moved to approve Item No. 7 with a condition to relocate the billboard 4 ft. to meet the 500 ft. distance requirement; Commissioner Arnold seconded the motion which passed with the following vote: In favor: Arnold, Zamora and Johnston; Opposed: Madrigal.

8. PUBLIC HEARING

ZONING TEXT AMENDMENT – Parking for Industrial Zoned Properties

Ordinance No. 1063, an ordinance of the City Council of the City of Santa Fe Springs, amending Sections 155.480 (restrict tandem parking), 155.481 (revise parking ratio), 155.487 (require truck parking), 155.491 (establish maneuvering space) and 155.497 (establish truck door dimension) of Title 15, Chapter 155 of the City Code regarding parking within industrial zoned properties.

Chairperson Johnston opened the Public Hearing meeting at 6:28 p.m. for Item No. 8. Planning Consultant Kristi Rojas presented Item No. 8 before the Planning Commission.

Commissioner Zamora inquired about the parking photos used in the presentation. Planning Consultant Kristi Rojas indicated that would be an example that the Code Enforcement would cite as of right now.

Commissioner Arnold inquired if this amendment would be retroactive to any existing facility truck facility that would have trucks parking on their site and would have the 120 ft. turning radius. Senior Planner Cuong Nguyen indicated that to address the non-confirming scenarios,

properties made non-confirming by this amendment, Staff will have to refer back to another section within the existing parking ordinance that essential allows it to continue provided that intensification does not increase above 60%. In doing the code amendment Staff was very concerned and made sure that the amendment did not penalize buildings that are non-confirming to the amendment standards. Staff has essentially allowed those buildings to continue provided that any expansions of those buildings does not occur above 60% which is already in the City Code.

A discussion ensued to clarify the Zone Amendment as it pertains to non-confirming buildings.

Chairperson Johnston closed the Public Hearing at 6:42 p.m. and asked for a motion on Item No. 8.

Commissioner Zamora moved to approve Item No. 8; Vice-Chairperson Madrigal seconded the motion which was unanimously approved.

Senior Planner Cuong Nguyen wanted to add that current applicants have been informed that they have the opportunity to go with the existing code prior to the amendment or submit plans that comply with the new amendment.

9. NEW BUSINESS

Modification Permit Case No. 1249

Request for a Modification of Property Development Standards to not provide required parking stalls related to a proposed 15,000 sq. ft. office mezzanine at 13833 Freeway Drive (APN: 8069-014-009), within the M-2-FOZ, Heavy Manufacturing – Freeway Overlay, Zone. (Golden Springs Development Company)

Chairperson Johnston called upon Planning Consultant Paul Garcia to present Item No. 9 before the Planning Commission. Present in the audience on behalf of the applicant Golden Springs Development Company, Moshe Sassover.

Chairperson Johnston called upon Moshe Sassover to speak on this matter. Mr. Sassover wanted to clarify that the Planning Commission had the correct facts since he might be confused. The building is being shared between two different companies but Mr. Sassover wanted to make sure that the Planning Commission knew that both tenants had sufficient parking.

Commissioner Arnold inquired about the ratio for required parking spaces under the new ordinance. Planners begun to calculate the ratio for the Planning Commissioners with the final results indicated that the number of parking spaces required are 428. Planning Consultant Paul Garcia clarified that currently 631 parking spaces are required but what we are looking at under the new code is that 203 less parking spaces would be required.

Having no further questions, Chairperson Johnston requested a motion for Item No. 9.

Commissioner Arnold moved to approve Item No. 9; Vice Chairperson Madrigal seconded the motion which

10. ANNOUNCEMENTS

- Commissioners

  Commissioner Zamora informed everyone that he attended the Quarter mania for the Women's Club and that it was a really fun event.

- Staff

  Senior Planner Cuong Nguyen informed everyone that Starbucks is under construction and Jack-in-the-Box is open.

  Planning Program Assistant Teresa Cavallo wished her daughter Anissa Ramirez a Happy 13th Birthday.

11. ADJOURNMENT

At 6:31 p.m. Chairperson Johnston adjourned the meeting to Monday, April 13, 2015 at 5:00 p.m.

_____

Chairperson Johnston

ATTEST:

_____

Teresa Cavallo, Planning Secretary

PUBLIC HEARING

Development Plan Approval Case Nos. 887 - 889 and Environmental Documents

A request for approval of Development Plan Approval (DPA). **DPA Case No. 887**: to allow the construction of an approximately 404,000 sq. ft. concrete tilt-up building (Building 1); **DPA Case No. 888**: to allow the construction of an approximately 506,000 sq. ft. concrete tilt-up building (Building 2); and **DPA Case No. 889**: to allow the construction of an approximately 300,000 sq. ft. concrete tilt-up building (Building 3) on an approximately +/-54-acre site located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

Tentative Parcel Map No. 73063 and Environmental Documents

Request for approval to allow the approximately +/-54-acre subject site to be subdivided into four (4) separate parcels: 729,053 sq. ft. (Proposed Parcel 1), 1,007,093 sq. ft. (Proposed Parcel 2), 560,665 sq. ft. (Proposed Parcel 3), and 85,867 (Proposed Parcel 4) for property located at 12345 Lakeland Road (APNs: 8009-022-053, 054, 055, 056, 057, 058; 8009-022-029, 030, 031 & portion of 8009-022-056), within the M-2, Heavy Manufacturing, Zone and also within the Consolidated Redevelopment Project Area. (Goodman Santa Fe Springs SPE LLC)

RECOMMENDATION

Staff is recommending a continuance of Development Plan Approval Nos. 887-889, Tentative Parcel Map No. 73063 and related Environmental Documents, to the next available Planning Commission meeting.

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 April 3, 2015, and published in a newspaper of general circulation (Whittier Daily News) April 3, 2015, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

Staff is recommending a continuance of Development Plan Approval Nos. 887-889, Tentative Parcel Map No. 73063 and related Environmental Documents, to the next available Planning Commission meeting. The continuance will provide additional time

for the environmental consultant to incorporate a number of traffic-related mitigations that were submitted. Revisions to Final EIR and Mitigation Monitoring and Reporting Program will need to be made to include the changes to said traffic mitigations. The continuance will also provide additional time to make any last minute changes to the document and thereafter reproduce the 304-page Final EIR document (excluding traffic study). Lastly, the continuance will allow the Planning Commission added time to review the Final EIR. Given the scale and complexity of the project, staff would prefer to provide the Commission with more than the standard 72-hour timeframe to review the EIR document and related appendices.

Since this case was set for public hearing, it is recommended that if any member 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 public hearing to the next meeting date.

Wayne M. Morrell
Director of Planning

Report Submitted By: Cuong Nguyen
Planning Department

Date of Report: April 9, 2015

PUBLIC HEARING

Development Plan Approval Case No. 894 and Environmental Documents

A request for approval to construct a 58,396 sq. ft. concrete tilt-up building, on an approximately 3-acre site, located at 11904 Washington Boulevard (APN: 8169-002-043), within the M-1, Light Manufacturing, Zone. (Washington XC, 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 No. 894, 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. 894 will have a significant adverse effect on the environment; and

5. Approve Development Plan Approval Case No. 894, subject to the conditions of approval as contained with the Staff Report.

LOCATION / BACKGROUND

The subject site is located along the City's northernmost boundary that extends along Washington Boulevard, specifically on the south side of Washington Boulevard east of Sorensen Avenue, and within the M-1, Light Manufacturing, Zone. The site, comprised of a single parcel (APN: 8169-002-043) of approximately 3-acres, has an address of 11904 Washington Boulevard. Industrial land uses are located to the south, east and west; properties to the north (located within

unincorporated Whittier) consist of a mix of light industrial, commercial, and residential uses.

Mission Linen Supply, who utilized the site as a commercial laundry facility, previously owned the subject site for over 50 years. In 1993, all on-site structures and improvements were demolished. The site recently received two approvals from the Planning Commission and City Council: Zone Change (ZC) No. 135 and Tentative Parcel Map (TPM) No. 72616. ZC No. 135 rezoned the site from M-1-BP (Light Manufacturing-Buffer Parking) to M-1 (Light Manufacturing). TPM No. 72616 consolidated four contiguous parcels into one; the Final Map was recorded with the Los Angeles County Public Works Department on October 7, 2014.

DEVELOPMENT PROPOSAL

Site Plan

The site plan indicates that one new industrial building of 58,396 sq. ft. will be constructed on the subject property. The building will have street frontage on Washington Boulevard, setback 36 feet from the front property line. Access and egress will be provided by a new 30' driveway on the easterly portion of the property's frontage; additionally, there is an existing 37' access easement along the sites western edge that will provide access to another entry point along the southwest corner of the property. Parking for employees and patrons will be mainly provided along the easterly and southerly perimeter of the building, with an interior truck yard area also provided on the east side of the building. A total of 13,425 sq. ft. will be dedicated to landscaping. Lastly, a meandering sidewalk will be provided along Washington Boulevard.

As shown, the site plan will meet the minimum development standards required for properties within the M-1, Light Manufacturing, Zone. No modification permits or zone variances are required for the proposed development.

Floor Plan

The floor plan indicates that the proposed building will consist of 55,134 sq. ft. at ground level and a 3,262 sq. ft. mezzanine. The proposed floor plan indicates that the building will be divided into two areas: approximately 7,063 sq. ft. of potential office/mezzanine area with the remaining 51,333 sq. ft. area designated as warehouse space.

Elevations

The elevations indicate that the proposed building will be 36' in height and will have a contemporary industrial design. The entry to the office area (north east elevation) is provided with extensive glazing, variations in color, pop-outs, and materials used. The remaining elevations have been provided with a combination of the

aforementioned architectural treatments, which results in an aesthetically pleasing building.

Landscaping Requirements
The provided tabulation for required and provided landscaping show a minimum requirement of 10,915 sq. ft. with the applicant providing 13,425 sq. ft.; therefore, the project exceeds the minimum requirements set forth in the Zoning Regulations. Additionally, as required by code, the landscaping has been adequately dispersed throughout the parking area.

Parking Requirements
The plans show the property will be provided with ninety-three (93) parking spaces; sixty-seven (67) of which are standard stalls, twenty-two (22) are compact stalls, and four (4) are handicap stalls. As shown, the property is required to have ninety-one (91) parking spaces. The proposal, therefore, exceeds the minimum parking requirement as set forth in the Zoning Regulations.

Loading / Roll Up Doors
According to the site plan, eight (8) dock doors are proposed along the east side of the building. All dock doors are strategically placed so that they will not be directly visible from the public right-of-way. Additionally, the applicant will provide a 14' high concrete tilt-up wall to provide further screening from the street.

Trash Enclosures
According to the site plan, a trash enclosure will be constructed along the easterly portion of the site. The enclosure will be located inside the truck yard area, behind the proposed screen wall.

Driveways
On-site circulation will be provided via a minimum 26' wide driveway that circumnavigates the proposed building. Access and egress will be provided by a new 30' driveway on the easterly portion of the property's frontage; additionally, there is an existing 37' access easement along the sites western edge that will provide access to another entry point along the southwest corner of the property

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-1, Light Manufacturing, Zone. Pursuant to Section -§ 155.210 of the Zoning Regulations "The purpose of the M-1 Zone is to provide appropriately located areas for the establishment of light industrial plants and related activities and to promote the concentration of such uses in a manner which will foster mutually beneficial relationships with each other, as well as with the areas of the city zoned for heavy industrial development. The regulation of uses and standards of development set forth for the M-1 Zone are those deemed necessary to provide the proper environment for the efficient and desirable use of light industrial land and to provide the proper safeguards to protect nearby residential, commercial and public uses."

The proposed development is consistent with the purpose of the M-1 Zone in the following manner:

1. The land is appropriate for industrial uses based on its zoning, M-1, Light Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed development is industrial, rather than residential or commercial in nature, the land is therefore being maintained for industrial uses.
3. Because the project involves the construction a new and attractive industrial buildings on a vacant site, the assessed value of the property will significantly improve, leading to an increase in property values for both the subject property and neighboring properties.
4. The proposed industrial project will provide a slight boost to the local job market as the development should bring in a few 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 site was formerly used, between 1960 through 1987, as commercial laundry facility. Since 1993, the site has remained vacant. The proposed project/building will be a significant improvement to the subject site. The architect used multiple variations in 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.

(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 building will contain a warehouse component as well as office facilities. Furthermore, the design of the new building represent 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 Washington Boulevard. Therefore, as designed, the new building is completely suitable for all of its intended uses, 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 by the City's Zoning Regulations with the majority of the landscaping provided along the frontage of the building for maximum value. Secondly, although the dock doors have already been strategically placed to reduce their line of sight from the street, a 14'-high concrete tilt-up screen wall will be provided to further screen the proposed dock doors. Thirdly, the proposed trash enclosure has been strategically placed so as to not be visible and have the least impact on adjacent properties. And lastly, to encourage alternative transportation and also reduce trip generation related to the project, bike racks and vanpool 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 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 sitting 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."

The proposed project/building will be constructed on a site that is currently both unattractive and under-utilized, as it has remained vacant for twenty-two years. Staff finds that the new contemporary industrial building is very attractive and thus will be an enhancement to the area. Staff believes that proper attention has been giving to the location, size, and design of the building. This is evident in the fact that the project does not include or otherwise require any modification permits and/or zone variances. As proposed, the project meets or exceeds all development standards set for in 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 Washington Boulevard. Washington Boulevard is considered a Major Arterial within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

Industrially zoned areas generally surround the subject site. The site, comprised of a single parcel (APN: 8169-002-043) of approximately 3 acres, with an address of 11904 Washington Boulevard. Industrial land uses are located to the south, east and west; properties to the north (located within unincorporated Whittier) consist of a mix of light industrial, commercial, and residential uses.

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 proposed project 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 April 3, 2015. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on April 3, 2015, and published in a newspaper of general circulation (Whittier Daily News) April 3, 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 not received any comments and/or inquiries regarding the proposed project.

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 revisions in the project have been made by or agreed to by the project proponent that would 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 March 5, 2015 to March 25, 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 air quality, hazardous materials, hydrology and water quality, noise impacts, and 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 #6).

Responses to Initial Study/Mitigated Negative Declaration:
To date, staff has not received any correspondence nor has anyone called or came 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 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:

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia 562.868.0511 x7545)

1. That the owner shall pay a flat fee of $23,620.00 to reconstruct/resurface the existing street frontage to centerline for Washington Blvd.

2. That the owner shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Washington Blvd 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.

3. 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 and the owner shall pay the actual cost of sign installation.

4. The owner/developer shall reimburse the City for the actual cost for the installation, replacement or modification of street name signs, traffic control signs, striping and pavement markings required in conjunction with the development. The City will complete the work.

5. That the owner/developer shall pay to the City the entire cost of design, engineering, installation and inspection of two (2) street lights on Washington Blvd. The City will design and cause construction of said street lights.

6. 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.

7. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications on Washington Blvd and Secura Way. Storm drain plans shall be approved by the City Engineer.

8. 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.

9. All existing buildings shall be connected to the sanitary sewers.

10. 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.

11. That the owner/developer shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

12. 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.

13. 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.

14. 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.

15. That the owner/developer shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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 (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3716)

21. 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.

22. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.

23. 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.

24. 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 California 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.

25. 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.

26. 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.

27. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

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

28. 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.

29. That the owner/operator shall submit plumbing plans to the Fire Department Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

30. That the owner/developer shall comply with the conditions related to the sub-slab monitoring and operation of a volatile organic compound (VOC) vapor extraction system as described in the Los Angeles Regional Water Quality Control Board's (LARWQCB) No Further Action for Soils letter dated July 24, 2014, unless written documentation from the LARWQCB revises the sub-slab monitoring and/or VOC extraction system requirements.

POLICE SERVICES DEPARTMENT:
(Contact: Margarita Munoz 562.868.0511 x3319)

31. That the east driveway area, which includes the easement, shall be posted with "No Stopping Anytime" signs.

32. That the applicant/occupant shall monitor the east driveway area on a daily basis so that illegal dumping does not occur, and should it occur, the applicant/occupant shall remove all debris within 72 hours of when it is discovered.

33. 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 Development Plan Approval No. 894 by the Planning Commission.

34. 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.

35. 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.

36. 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.

37. 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 x7309)

38. 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.

39. 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: Paul Garcia 562.868.0511 x7354)

40. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp of 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.

41. That the owner/developer shall provide conduit for fiber optics or other smart technologies for the parcel for Internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the Project.

42. That the owner/developer 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, along Washington Boulevard, the owner/developer 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 owner/developer 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.

43. 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.

44. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

45. That 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. Prior to the installation of roof-mounted equipment, mechanical plans shall be submitted and include the following:

    a. 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.

46. That the Owner 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).

47. 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).

48. That upon completion of the new landscaping and landscape upgrade, the required 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.

49. That the applicant shall submit a lighting program that is integrated into the overall site, landscape design and building design. Lighting shall be used to highlight prominent building features such as entries and other focal points. Up-lighting can also be used as a way to enhance the texture of plants and structures, to create a sense of height in a landscape design.

50. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All compact parking spaces shall be further identified by having the words "compact" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.

51. That preferential parking spaces shall be reserved for carpool/vanpools and such space(s) shall be accessible to carpool/vanpool vehicles without displacing handicapped and customer parking needs. Carpool/vanpool space(s) shall be legibly marked off on the pavement or identified by a sign. Spaces shall be striped as demand warrants, provided that at all times at least one space is continuously striped for carpool/vanpool vehicles. This preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas. 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.

52. That an area shall be designated for bicycle racks or other secure bicycle parking 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. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city. 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.

53. That the applicant shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. Information shall include, but is not limited to, the following: 1) Current maps, routes and schedules for public transit routes serving the site; 2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; 3) Ridesharing promotional material supplied by commuter-oriented organizations; 4) Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; 5) A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site; 6) A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces. 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.

54. That the development shall be in compliance with conditions of approval numbers 51, 52, and 53 prior to an issuance of a certificate of occupancy.

55. That all activities shall occur inside the building(s). No portion of the required 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 Director of Planning, Director of Police Services and the Fire Marshall.

56. That all vehicles associated with the businesses on the subject property shall be parked on the subject site at all times. Off-site parking is not permitted and would result in the restriction or revocation of privileges granted under

this Permit. In addition, any vehicles associated with the property shall not obstruct or impede any traffic.

57. 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, unless painted green and sufficiently screened with landscaping to the satisfaction of the Director of Planning. 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).

58. 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.

59. 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 11" x 17" 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.

60. 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. The calculation to determine the required storage area is: 1% of the first 20,000 sq. ft. of floor area + ½% of floor area exceeding 20,000 sq ft, but not less that 4 ½ feet in width nor than 6 feet in height. (Calculations are subject to change)

61. That the owner shall not allow commercial vehicles, trucks and/or truck tractors to queue on Washington Boulevard, use the public street or access easement as a staging area, or to backup onto the street from the subject property.

62. 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.

63. 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.
64. That the owner, Washington XC, LLC, shall be in full compliance with all Los Angeles Regional Water Quality Control Board requirements related to on-site soil remediation.

65. That all mitigation measures as written in the Mitigation Monitoring and Reporting Program shall be made part of the conditions of approval for Development Plan Approval No. 894.

66. 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:

    a. Covenants.
        1. Owner/developer shall provide a written covenant to the Planning Department that, 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

        2. Owner/developer 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.

    b. Owner/developer understands and agrees that it is their responsibility 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.

c. Owner/developer 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.

67. That the owner/developer 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 accessed 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.

68. 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. ***Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.***

69. 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.

70. 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.

71. 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.

72. That the owner, Washington XC, 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 CUP or 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 owner/developer of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

73. 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. Colored Rendering
3. Development Plan Approval Application
4. Complete Set of Plans (Site Plan, Floor Plan, Elevations)
5. Final MND
6. Mitigation Monitoring and Reporting Program

Report Submitted By: Paul M. Garcia
Planning and Development Department

Date of Report: April 9, 2015

Aerial Photograph

Development Plan Approval No. 894 – 11904 Washington Boulevard

Washington XC, LLC

Report Submitted By: Paul M. Garcia
Planning and Development Department

Date of Report: April 9, 2015

Colored Rendering

Report Submitted By: Paul M. Garcia
Planning and Development Department

Date of Report: April 9, 2015

Development Plan Approval Application

RECEIVED
JAN 0 8 2015
Planning Dept.

City of Santa Fe Springs
Application for
DEVELOPMENT PLAN APPROVAL (DPA)

The undersigned hereby petition for Development Plan Approval:

LOCATION OF PROPERTY INVOLVED:
Provide street address or Assessors Parcel Map (APN) number(s) if no address is available.
Additionally, provide distance from nearest street intersection:
Location: 11904 Washington Blvd. Santa Fe Springs, CA

RECORD OWNER OF THE PROPERTY:
Name: Washington XC, LLC Phone No: (562) 546-0200
Mailing Address: 3010 Old Ranch Pkwy suite 470
Seal Beach, CA 90740
Fax No: _____ E-mail: benh@xebecrealty.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.)
To develop a 58611 SF warehouse building on a 3.01 AC site. The 54,611 warehouse includes 4000 SF of mezzanine, 7 truck loading docks and 95 parking spaces.

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
A. Todd Mestyanek CFO
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): Washington XC, LLC
Mailing Address: 3010 old Ranch Pkwy #470, Seal Beach, CA 90740
Phone No: (562) 546-0200
Fax No: _____ E-mail: benh@xebecrealty.com
Signature: _____

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No: _____ E-mail: _____
Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF ~~LOS ANGELES~~ Orange) ss.

I, A. Todd Moysychyn, 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: _____
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

SARAH LYNNE NORTON
Commission # 2033992
Notary Public - California
Orange County
My Comm. Expires Aug 16, 2017

On 12/22/14 before me, Sarah Lynne Norton, Notary Public,
Personally appeared A. Todd Moysychyn
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

Sarah Lynne Norton
Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: DPA 894
DATE FILED: 1/8/15
FILING FEE: $ 4,046
RECEIPT NO: 1CL7350-59-60
APPLICATION COMPLETE? Yes

MITIGATED NEGATIVE DECLARATION
AND
INITIAL STUDY

XEBEC WASHINGTON BOULEVARD WAREHOUSE
11904 WASHINGTON BOULEVARD
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

MARCH 4, 2015
SFSP 020

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Xebec Washington Boulevard Warehouse.

APPLICANT: Xebec Reality Partners. 3010 Old Ranch Parkway, Suite 480, Seal Beach, CA 90740.

ADDRESS: 11904 Washington Boulevard. Assessor Parcel Number (APN): 8169-002-043.

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

DESCRIPTION: The proposed project involves the construction of a 58,396 square foot industrial building on a 3.01 acre site located at 11904 Washington Boulevard within the City of Santa Fe Springs. The proposed project will consist of 50,164 square feet of warehousing and 8,232 square feet of office space including a 4,116 square foot mezzanine. A total of 93 parking stalls and eight dock high positions will be installed. Access to the new warehouse will be provided by curb cuts along Washington Boulevard. In addition, an existing 30 foot access easement is provided along the site's western edge and two gates will be installed at the two entrance points to the parking lot. A total of 13,425 square feet will be dedicated to landscaping. The project Applicant is Xebec Reality Partners, 3010 Old Ranch Parkway, Suite 480, Seal Beach, California 90740.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any 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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TABLE OF CONTENTS

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction of a proposed 58,396 square foot industrial building located at 11904 Washington Boulevard, Santa Fe Springs, California. The proposed warehouse building will consist of a 50,164 square foot warehouse and 8,232 square feet of office space including a 4,116 square foot mezzanine. A total of 93 parking stalls and eight dock high positions will be provided. Access to the new warehouse will be provided by curb cuts along Washington Boulevard. In addition, an existing 30 foot access easement is provided along the site's western edge and two gates will be installed at the two entrance points to the parking lot. The proposed building will have a maximum height of 38-feet. Lastly, a total of 13,425 square feet will be dedicated to landscaping.[1]

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.[2] 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.[3] The project Applicant is Xebec Reality Partners, 3010 Old Ranch Parkway, Suite 480, Seal Beach, California 90740.

As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study.[4] 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] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23rd, 2015.

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

[3] 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).

[4] 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.[5] Questions and/or comments should be submitted to the following individual:

Paul M. Garcia, Contract Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7354

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 potentially 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.

[5] 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. *Would the project have a substantial adverse effect:*				
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. *Would the project:*				
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. *Would the project result in or expose people to potential impacts involving:*				
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. *Would the project:*				
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. *Would the project:*				
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
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

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
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
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

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 3.10 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**
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**

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 3.13 Population and Housing Impacts. *Would the project:*				
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. *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:*				
a) Fire protection services?			X	
b) Police protection services?				X
c) School services?				X
d) Other governmental services?				X
Section 3.15 Recreation Impacts. *Would the project:*				
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. *Would the project:*				
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
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

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) 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 in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
Section 3.18 Mandatory Findings of Significance. *The approval and subsequent implementation of the proposed project:*				
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

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
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 City of Santa Fe Springs has received an application to construct a new 58,396 square foot industrial building at 11904 Washington Boulevard. The new building will consist of a 50,164 square foot warehouse and 8,232 square feet of office space including a 4,116 square foot mezzanine located in the northeast corner of the proposed building. A total of 93 parking stalls and eight dock high positions will be installed. Access to the new warehouse will be provided by curb cuts on the south side of Washington Boulevard. In addition, an existing 30 foot access easement extends along the site's western edge and two gates will be installed at the two entrance points to the parking lot. The maximum height of the proposed building will be 38 feet. Lastly, a total of 13,425 square feet will be dedicated to landscaping.[6] The project Applicant is Xebec Reality Partners, 3010 Old Ranch Parkway, Suite 480, Seal Beach, California 90740.

2.2 PROJECT LOCATION

The project site is located along the City's northernmost corporate boundary that extends along Washington Boulevard. 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.[7] 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 1.7 miles to the west of the site) and the Puente Hills (located approximately 2.3 miles to the northeast).[8]

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.[9] 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 11904 Washington Boulevard, Santa Fe Springs, California 90670. The project site is located on the south side of Washington Boulevard, east of Sorensen Avenue, located approximately 576 feet to the west of the project site, and west of Lambert Road, located approximately 0.55 miles to the east of the project site.[10] Vehicular access to the project site will be provided by driveway connections along the south side of Washington Boulevard. The project site's Assessor's Parcel Number (APN) is 8169-002-043. A vicinity map is provided in Exhibit 2-3.

[6] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23rd, 2015.

[7] Google Earth. Site accessed December 15, 2014.

[8] Ibid.

[9] Ibid.

[10] Ibid.

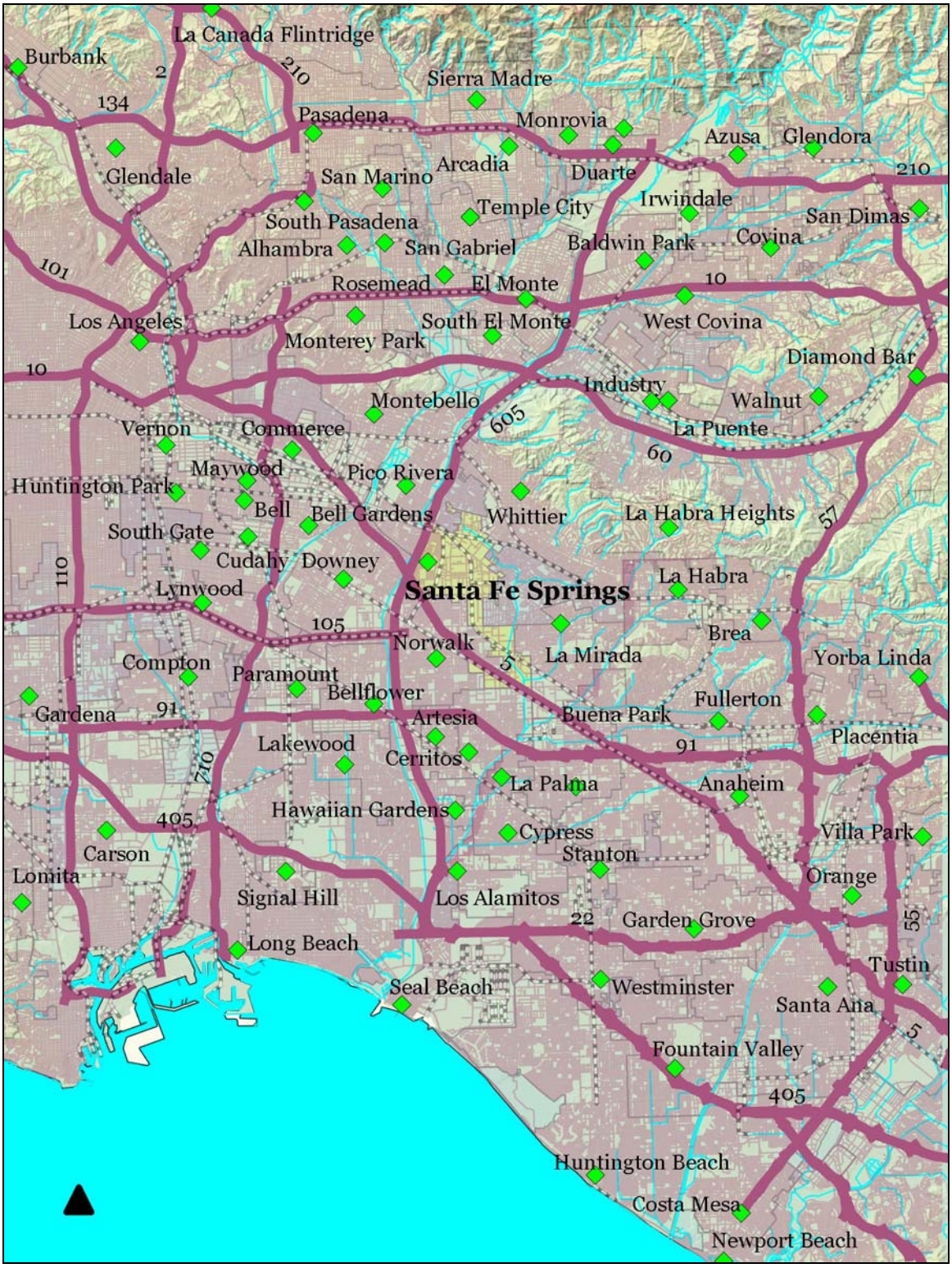


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

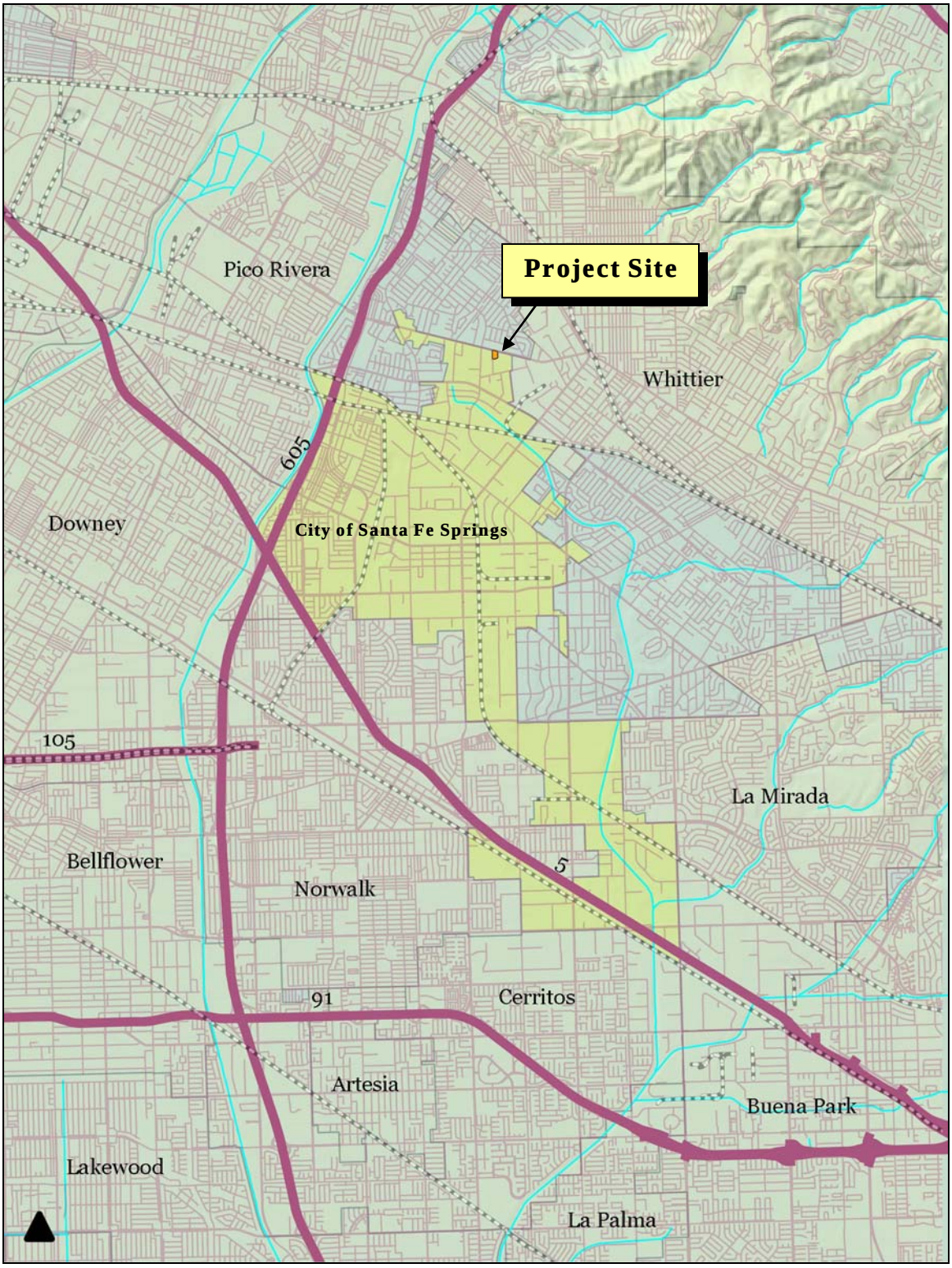


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

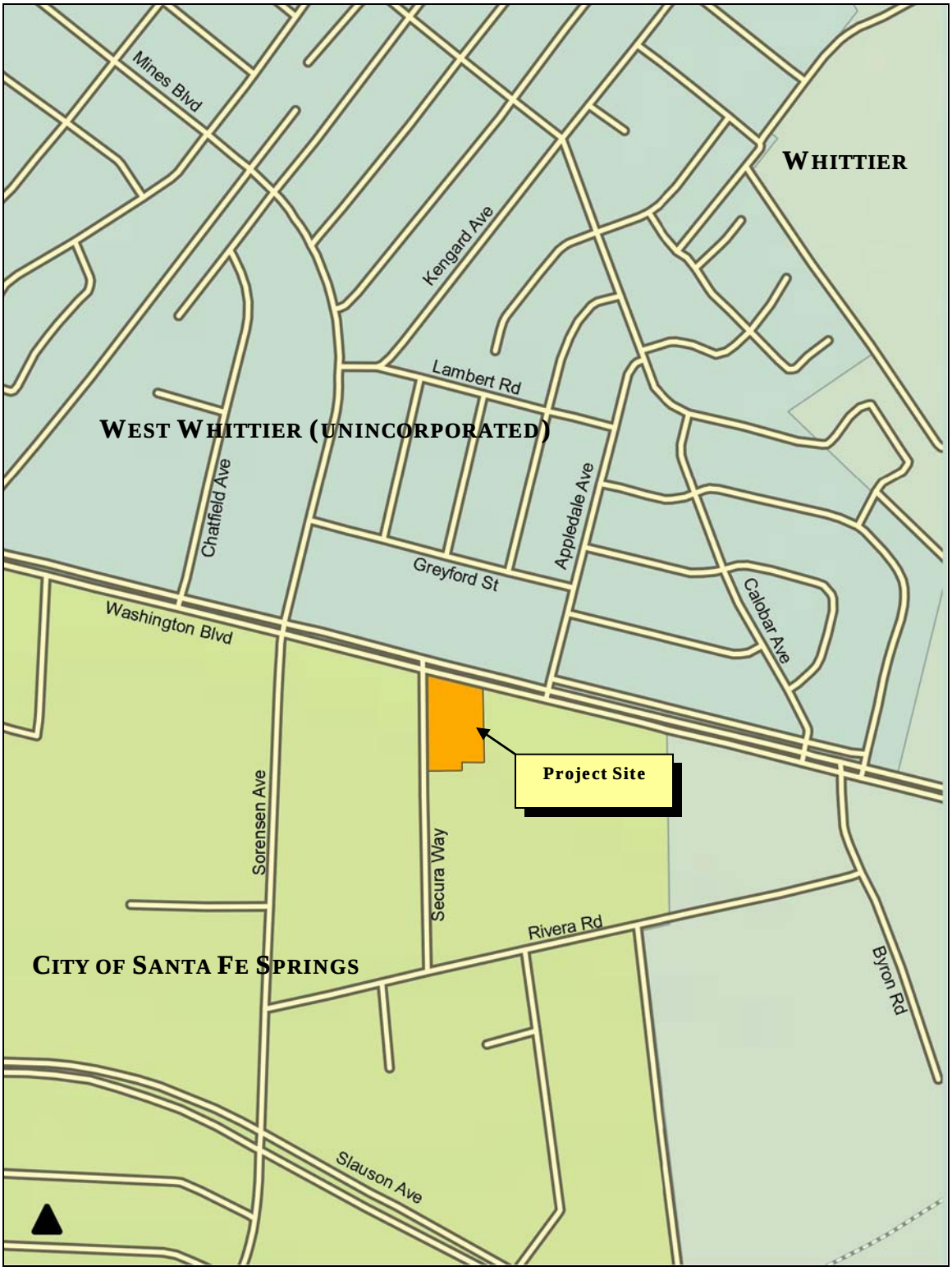


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 3.01 acre site is located in the midst of an urban area and is surrounded on all sides by development. Washington Boulevard extends along the site. Washington Boulevard is the primary arterial that separates the City of Santa Fe Springs from the unincorporated West Whittier to the north. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibit 2-5 shows photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. Washington Boulevard abuts the project site to the north and extends in an east-west orientation. Varying land uses occupy the Washington Boulevard frontage including a mix of light industrial, commercial, and residential development. Single family residential development is located to the northeast of the project site along Washington Boulevard. A mix of higher and lower density residential development is located to the north of the project site behind the aforementioned industrial and commercial uses that have frontage along the north side of Washington Boulevard. In addition, medical offices occupy frontage along the north side of Washington Boulevard. The south side of Washington Boulevard contains a higher concentration of industrial uses.[11] Views of this area are provided in Exhibit 2-6.

- *East of the Project Site.* Special T Water Systems (11934 Washington Boulevard) abuts the project site directly to the east. An industrial complex occupied by H-Mart Logistics, Southern Produce Company, and other tenants is located to the east of the project site. Other industrial and non industrial uses are located further east of the project site. Views of this area are provided in Exhibit 2-7.

- *West of the Project Site*. Industrial uses are located to the west of the project site. These industrial uses are located along east side of Sorensen Avenue and include Powertrain Industries (11840 Washington Boulevard) and Menasha Packaging (8114 Sorensen Avenue). Views of this area are provided in Exhibit 2-8.

- *South of the Project Site*. Smaller industrial uses are located to the south of the project site. These industrial uses are located along north side of Rivera Road. Views of this area are provided in Exhibit 2-9.

The project site is currently vacant and is fenced off on the north, west, and south sides by a chain link fence. The eastern portion of the project site contains minimal fencing and the industrial uses located to the east abut the open side of the lot. The southeast portion of the project site is fenced off by a concrete wall. The project site is currently covered over in grass, unmaintained ruderal vegetation, and scattered garbage. In addition, there is a wooden utility pole located in the central portion of the project site.

[11] Blodgett Baylosis Environmental Planning. Site Survey. Survey was completed on December 15, 2014.

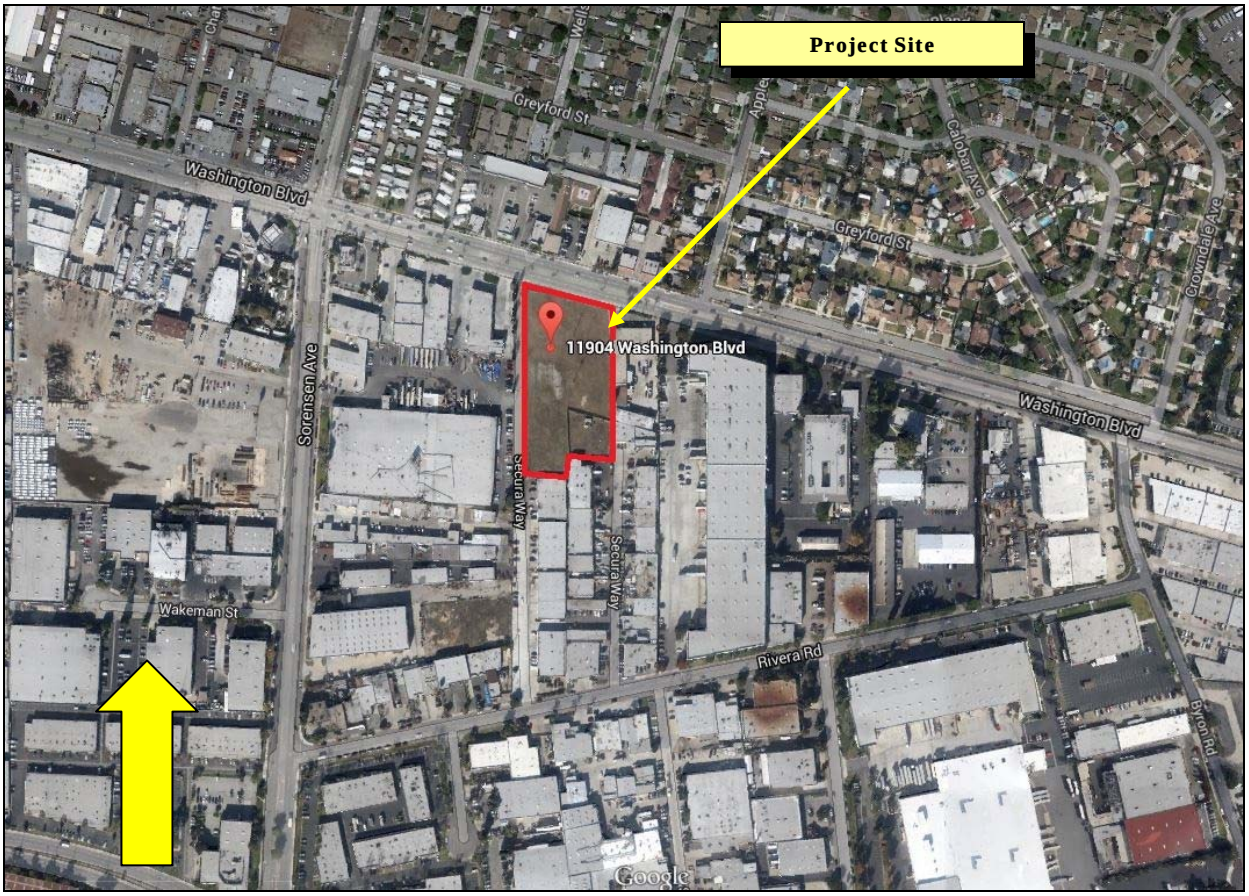


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

View 1: Wiew of the project site facing south. The industrial land uses located to the south of the project site are visible

View 2: Wiew of the project site facing southeast. The industrial land uses located to the south and east are visible.

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

View of the liquor store facing northwest

View of the light industrial uses facing north

EXHIBIT 2-6
PHOTOGRAPHS OF THE USES LOCATED TO THE NORTH OF THE PROJECT SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View of the adjacent Special T Water Systems use facing east

View of the surrounding industrial located to the east of the project site

EXHIBIT 2-7
PHOTOGRAPHS OF THE USES LOCATED TO THE EAST OF THE PROJECT SITE

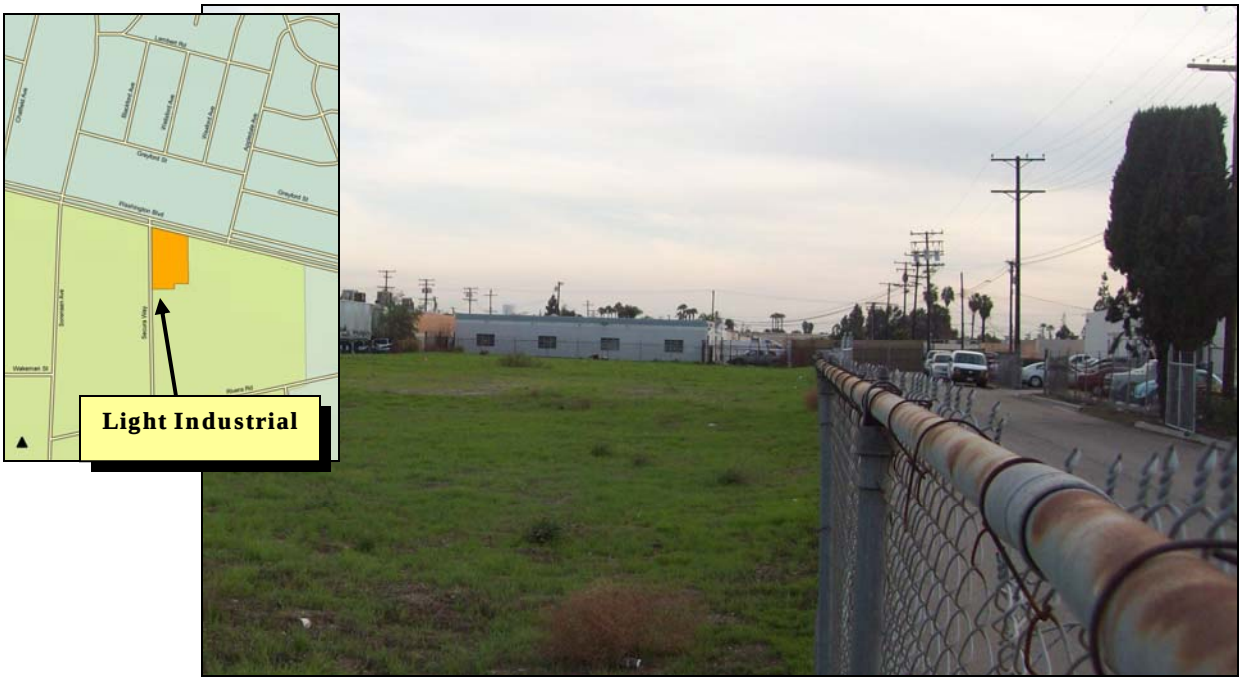
SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

View of the Powertain Industries building located directly to the west of the project site

View of the adjacent industrial uses located directly to the west of the project site

EXHIBIT 2-8
PHOTOGRAPHS OF THE USES LOCATED TO THE WEST OF THE PROJECT SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING



View of the adjacent industrial uses facing south

View of the adjacent industrial uses facing southeast

EXHIBIT 2-9
PHOTOGRAPHS OF THE USES LOCATED TO THE SOUTH OF THE PROJECT SITE

SOURCE: BLODGETT/BAYLOSIS ENVIRONMENTAL PLANNING

Other notable uses within the vicinity of the project site include Washington Elementary School (located approximately ½ mile to the northwest of the project site along Thornlake Avenue), York Field (located approximately ¾ of a mile to the southeast of the project site along Santa Fe Springs Road), Aeolian Elementary school (located approximately ½ mile to the southwest of the project site along Slauson Avenue), and Los-Nietos Middle School (located approximately one mile to the southwest of the project site along Slauson Avenue).[12] Major roadways in the area include Whittier Boulevard, located approximately 1.20 miles to the north of the project site, Lambert Road, located approximately 0.55 miles to the east, Santa Fe Springs Road, located approximately 0.82 miles to the east, Slauson Avenue, located approximately 0.33 miles to the south, and Norwalk Boulevard, located approximately 0.77 miles to the west.[13]

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project will involve the construction of a new 58,396 square foot industrial warehouse within an existing vacant lot. In addition, a new parking lot and access easement will also be provided. The proposed project will consist of the following elements:

- A new 58,396 square foot industrial building will be erected within the 3.01-acre project site. The proposed building will include 50,164 square feet of warehousing and a 8,232 square feet of office space including a 4,116 square foot mezzanine located in the northeast corner of the warehouse.[14]

- The building's dimensions will be 383 feet in length and 172 feet wide. The proposed project will have a floor area ratio (FAR) of 0.44. The building's maximum height will be 38 feet.[15]

- The east elevation will feature eight dock high positions. Once complete, the proposed project will be able to accommodate semi-trailer trucks up to 76 feet in length.[16]

- The site plan indicates that a total of 93 parking stalls will be provided. Visitor parking will be provided in the site's northeast corner near the public entry and office area. Employee parking will be provided along the eastern and southern portion of the project site. Access to the parking lot will be provided by curb cuts along Washington Boulevard. The 30 foot wide drive aisle will feature two gates, one located in the northern portion of the site and the other located along the west side of the project site.[17]

[12] Google Earth. Site accessed December 15, 2014.

[13] Ibid.

[14] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23, 2015.

[15] Ibid.

[16] Ibid.

[17] Ibid.

- A total of 13,425 square feet will be dedicated to landscaping. Landscaping will be installed along the southern, eastern, and northern sides of the building. Landscaping will also be provided along the northern, eastern, and southern perimeters of the project site.[18]

The conceptual site plan is shown in Exhibit 2-10. Conceptual elevations are provided in Exhibits 2-11 and 2-12.

2.4.2 CONSTRUCTION CHARACTERISTICS

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

- *Site Preparation.* The project site will be prepared for the construction of the new industrial building. This phase will take approximately one month to complete.

- *Construction and Installation.* The new 58,396 square foot building will be constructed during this phase. This phase will take approximately three 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 two 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;

- To promote increased property valuation as a means to finance public services and improvements in the City; and,

- To ensure that the proposed development and 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.

[18] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23rd, 2015.

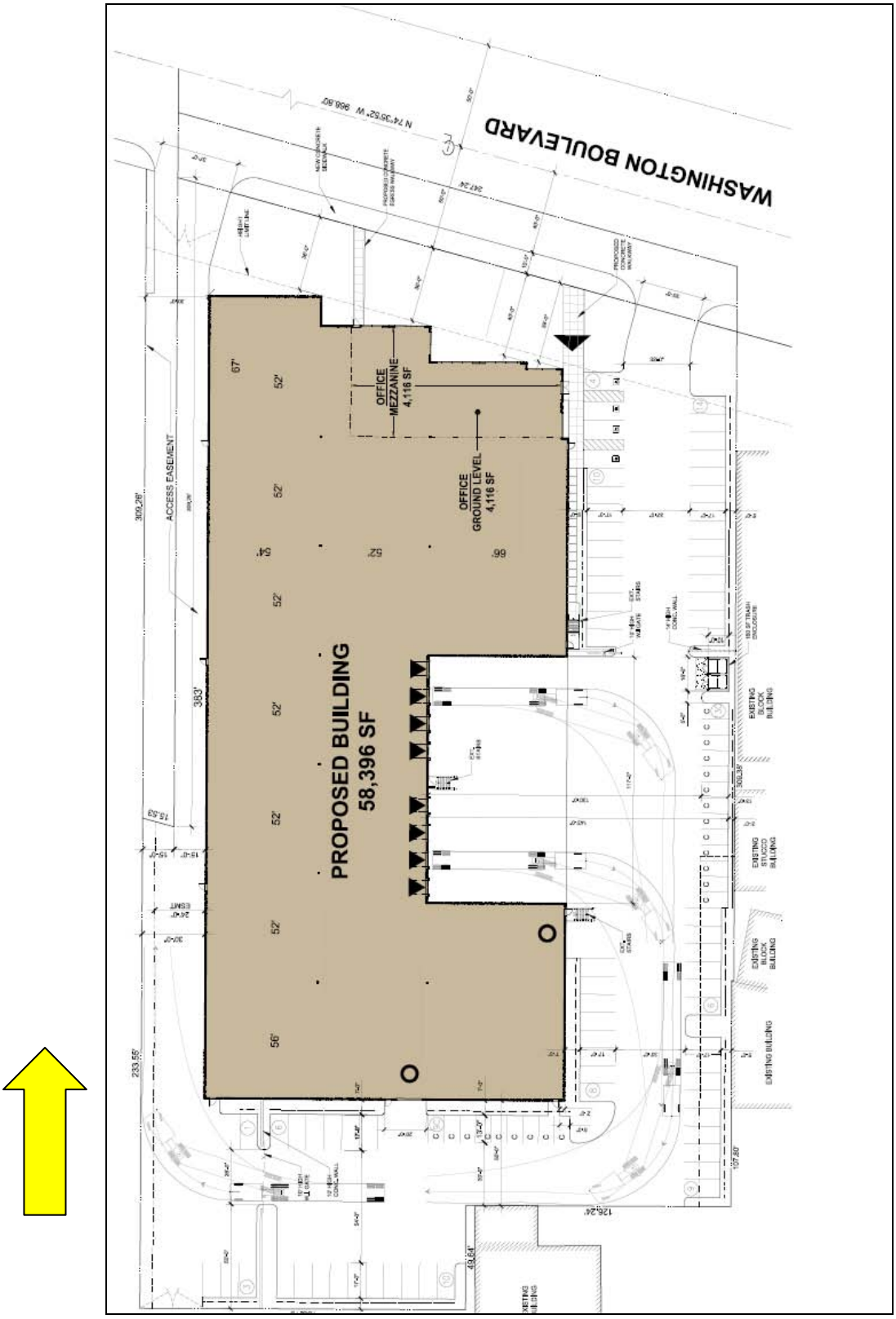


EXHIBIT 2-10
CONCEPTUAL SITE PLAN
SOURCE: WARE MALCOMB

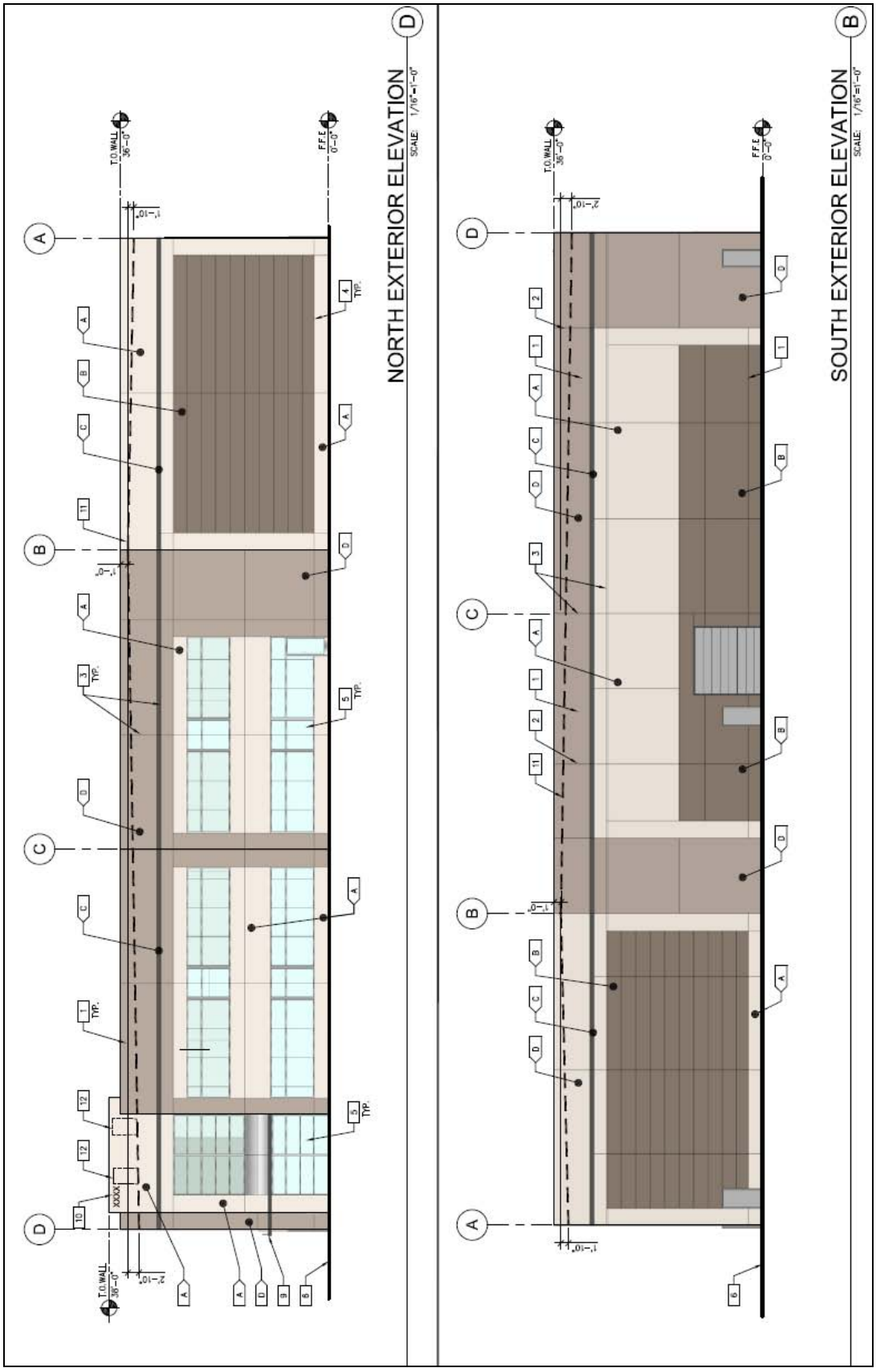


EXHIBIT 2-11
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: WARE MALCOMB

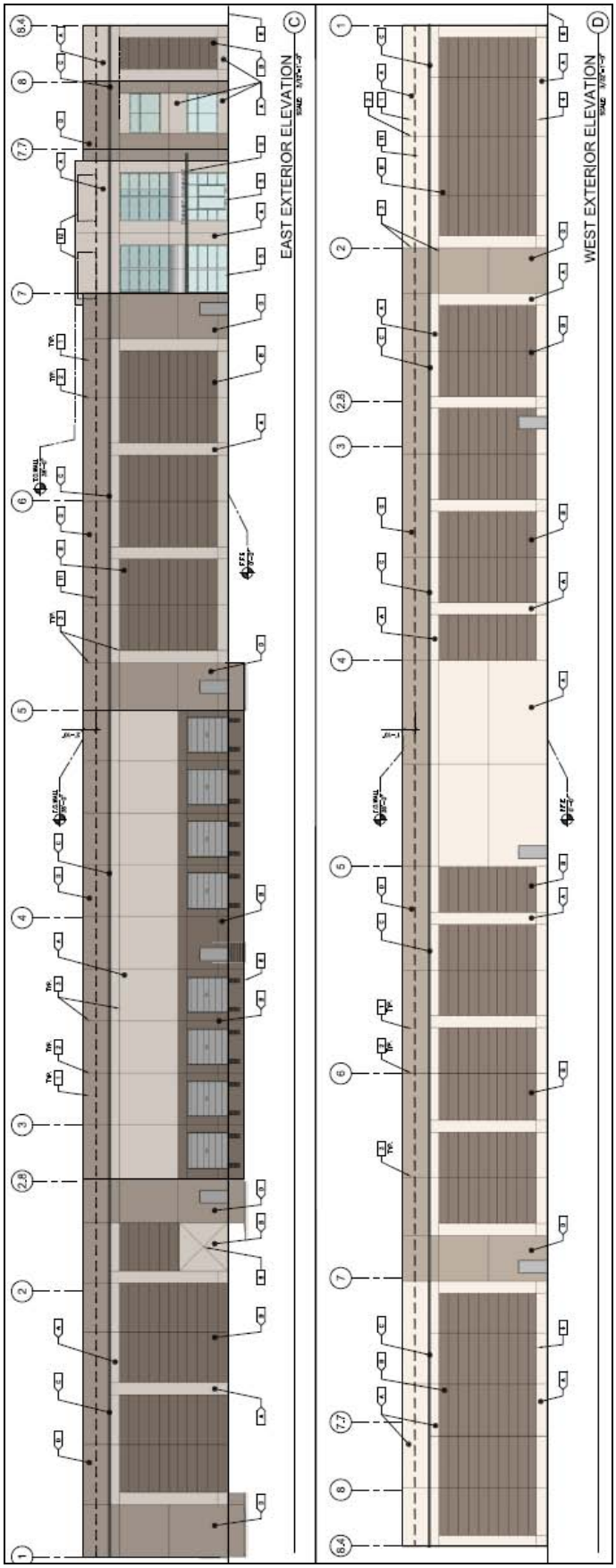


EXHIBIT 2-12
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: WARE MALCOMB

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);
Agricultural and Forestry Resources (Section 3.2);
Air Quality (Section 3.3);
Biological Resources (Section 3.4);
Cultural Resources (Section 3.5);
Geology and Soils (Section 3.6);
Greenhouse Gas Emissions; (Section 3.7);
Hazards and Hazardous Materials (Section 3.8);
Hydrology and Water Quality (Section 3.9);
Land Use and Planning (Section 3.10);
Mineral Resources (Section 3.11);
Noise (Section 3.12);
Population and Housing (Section 3.13);
Public Services (Section 3.14);
Recreation (Section 3.15);
Transportation (Section 3.16);
Utilities (Section 3.17); and,
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 58,396 square foot industrial warehouse along the south side of Washington Boulevard. The building's maximum height will be 38 feet. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains. Current development along Washington Boulevard restricts views of the aforementioned scenic vistas from both sides of the street. As a result, the proposed project will not impact scenic views along Washington Boulevard.

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 proposed project site is currently vacant and covered over in grass, sparse litter, and unmaintained ruderal vegetation. There are no trees, rock outcroppings, and historic structures located on-site.[19] According to the California Department of Transportation, Washington Boulevard is not a designated scenic highway and there are no State or County designated scenic highways in the vicinity of the project site.[20] As a result, no significant adverse impacts on scenic resources will result from the proposed project's implementation.

[19] Blodgett Baylosis Environmental Planning Site Survey. Survey was conducted on December 15, 2014.

[20] California Department of Transportation. *Official Designated Scenic Highways.* www.dot.ca.gov

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

As indicated previously, the project site is currently vacant and covered over in grass, litter, and unmaintained ruderal vegetation. 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 will bring new development to a site that has been vacant and underutilized for over a decade.[21] In addition, the new development will improve the City's appearance along a major arterial route by replacing the existing vacant lot with a modern structure within a highly traveled corridor. 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. There are light sensitive receptors (Hacienda Mobile Home Park) located approximately 247 feet to the northwest of the project site.[22] Other light sensitive receptors in the area include the single family residential neighborhood located approximately 280 feet to the northeast, and the residential neighborhood located approximately 494 feet directly to the north.[23] 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.

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 Washington Boulevard, 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.

[21] Google Earth. Historic imagery feature. Site accessed December 22, 2014.

[22] Google Earth. Site accessed December 22, 2014.

[23] Ibid.

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 (refer to Exhibit 3-1). The project site is currently vacant and contains no agricultural uses and/or activities. In addition, the City's General Plan does not identify any agricultural uses within City boundaries; however, the site's current zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer.[24] The proposed project will not require a zone change and no loss in land zoned for/or permitting agricultural uses will occur. 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-1 (Light Manufacturing) and no agricultural activities are located on-site (refer to Section 3.10, Land Use Impacts). As indicated in Section 3.2.2.A, agricultural uses are permitted within the M-1 zone; however, the M-1 zoning designation is not exclusive to agriculture and permits a different variety of industrial uses; therefore, no conflict in zoning for agricultural uses will occur.

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

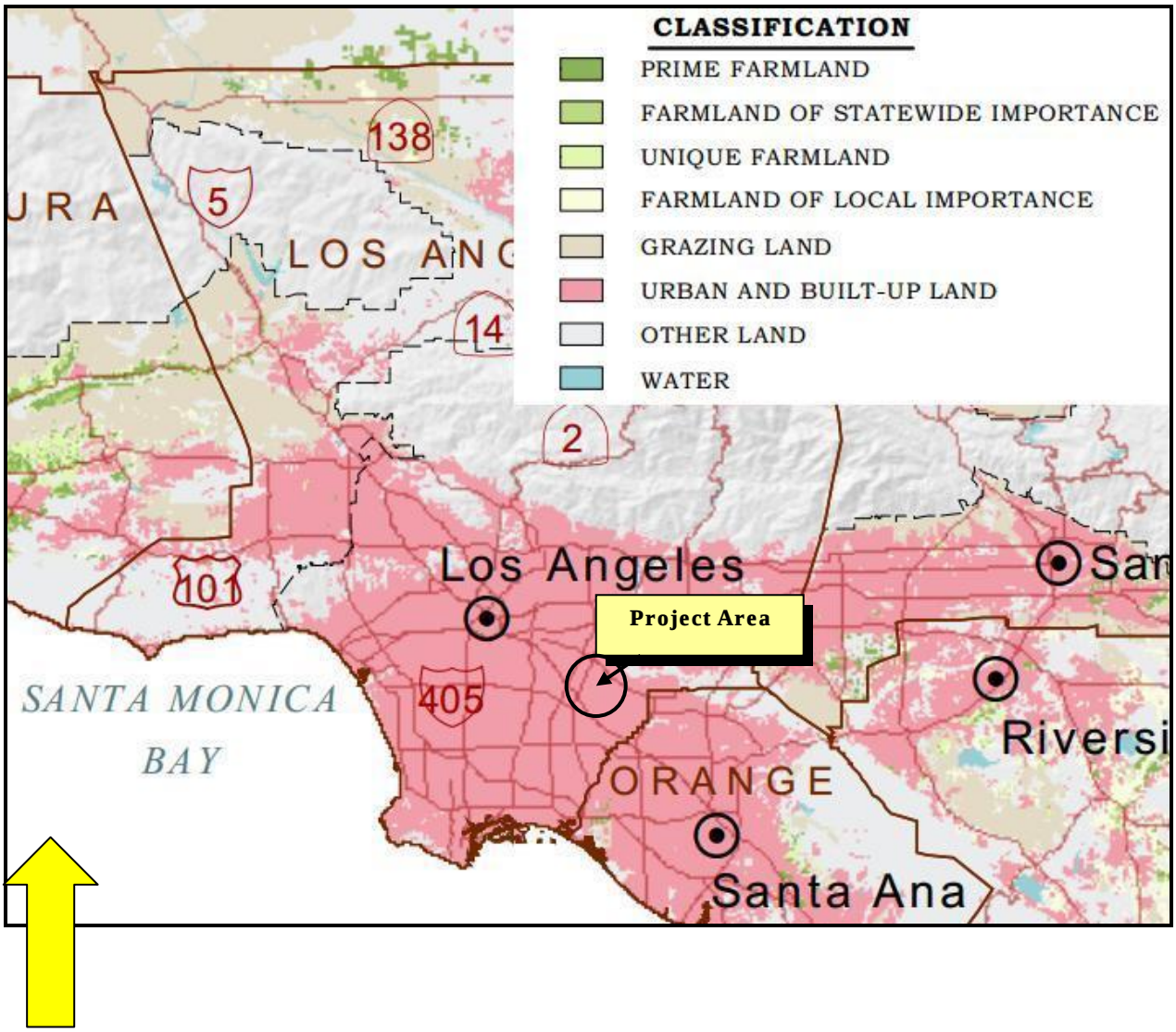

EXHIBIT 3-1
IMPORTANT FARMLAND IN CALIFORNIA MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION DIVISION OF LAND RESOURCE PROTECTION

In addition, according to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[25] 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 3-2). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not specifically provide for any forest land preservation.[26] 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.

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

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

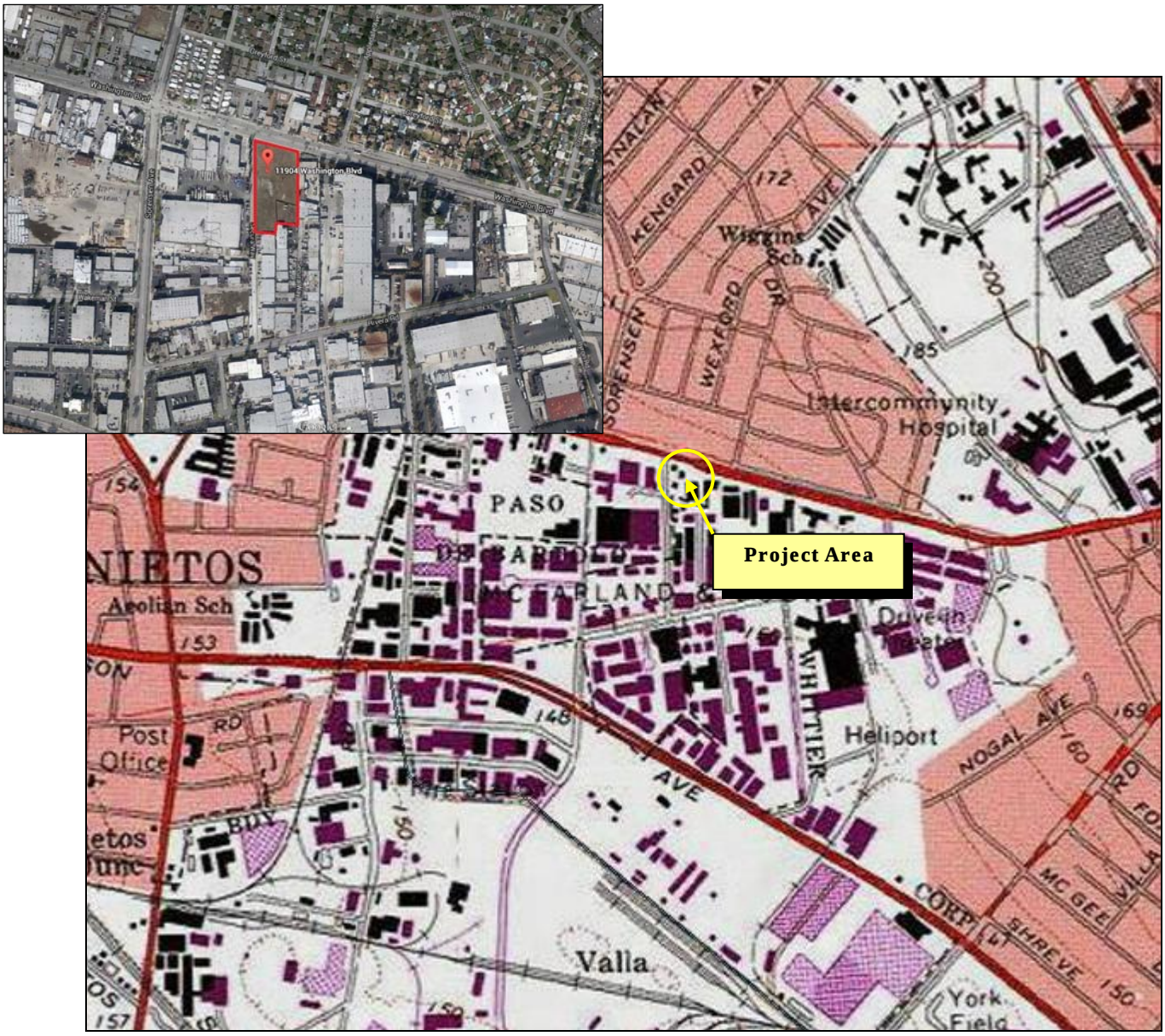

EXHIBIT 3-2
TOPOGRAPHIC MAP
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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 (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O_3 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 (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide* (SO_2) 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.
- *PM_{10} 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 PM_{10}; 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 or 0.0275 tons per day of reactive organic compounds;
- 55 pounds or 0.0275 tons per day of nitrogen dioxide;
- 550 pounds or 0.275 tons per day of carbon monoxide;
- 150 pounds or 0.075 tons per day of PM_{10}; or,
- 150 pounds or 0.075 tons per day 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, 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.[27] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[28] 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).[29] 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:[30]

- *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.

[27] South Coast Air Quality Management District, *Final 2012 Air Quality Plan*, Adopted June 2007.

[28] Ibid.

[29] Ibid.

[30] 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.[31]

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.[32] A total of 58 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 six 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_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	3.06	29.67	22.05	0.02	1.86	1.74
Demolition (off-site)	0.06	0.08	0.99	--	0.14	0.03
Total Demolition Phase	**3.12**	**29.75**	**23.04**	**0.02**	**2.00**	**1.77**
Site Preparation (on-site)	2.53	26.88	17.01	0.01	6.82	4.25
Site Preparation (off-site)	0.03	0.04	0.61	--	0.09	0.02
Total Site Preparation	**2.56**	**26.92**	**17.62**	**0.01**	**6.71**	**4.27**

[31] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

[32] 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_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading (on-site)	2.06	21.94	14.09	0.01	5.91	3.60
Grading (off-site)	0.03	0.04	0.61	--	0.09	0.02
Total Grading	**2.09**	**21.98**	**14.70**	**0.01**	**6.00**	**3.62**
Building Construction (on-site)	3.60	21.56	15.00	0.02	1.48	1.43
Building Construction (off-site)	0.21	1.14	3.02	--	0.36	0.10
Total Building Construction	**3.81**	**22.70**	**18.02**	**0.02**	**1.84**	**1.53**
Paving (on-site)	1.40	14.59	9.16	0.01	0.89	0.82
Paving (off-site)	0.06	0.08	0.99	--	0.14	0.03
Total Paving	**1.46**	**14.67**	**10.15**	**0.01**	**1.03**	**0.85**
Architectural Coatings (on-site)	26.27	2.57	1.90	--	0.22	0.22
Architectural Coatings (off-site)	0.02	0.03	0.38	--	0.05	0.01
Total Architectural Coatings	**26.29**	**2.60**	**2.28**	**--**	**0.27**	**0.23**
Maximum Daily Emissions	**26.30**	**29.75**	**23.05**	**0.02**	**6.91**	**4.28**
Daily Thresholds	**75**	**100**	**55o**	**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_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.53	--	--	--	--	--
Energy (lbs/day)	0.03	0.29	0.24	--	0.02	0.02
Mobile (lbs/day)	1.78	5.86	23.74	0.05	3.92	1.10
Total (lbs/day)	**3.34**	**6.15**	**23.99**	**0.05**	**3.95**	**1.13**
Daily Thresholds	**55**	**55**	**55o**	**15o**	**15o**	**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 Community and Economic 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.[33] These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site is the Hacienda Mobile Home Park, located approximately 247 feet to the northwest of the project site.[34] The location and extent of the aforementioned sensitive receptors is shown in Exhibit 3-3. 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 NO_2; carbon monoxide (CO) emissions from construction and operations; PM_{10} 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.

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	5o	100	200	500
NO_2	29.75	Construction	123	118	**126**	141	176
NO_2	6.15	Operations	123	118	**126**	141	176
CO	23.05	Construction	1,530	1,982	**2,613**	4,184	10,198
CO	23.99	Operations	1,530	1,982	**2,613**	4,184	10,198
PM_{10}	3.95	Operations	4	10	**14**	22	46
PM_{10}	6.91	Construction	14	42	**58**	92	191
$PM_{2.5}$	1.13	Operations	2	3	**5**	10	29
$PM_{2.5}$	4.28	Construction	8	10	**18**	39	120

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

[34] Google Earth. Site accessed December 22, 2014.

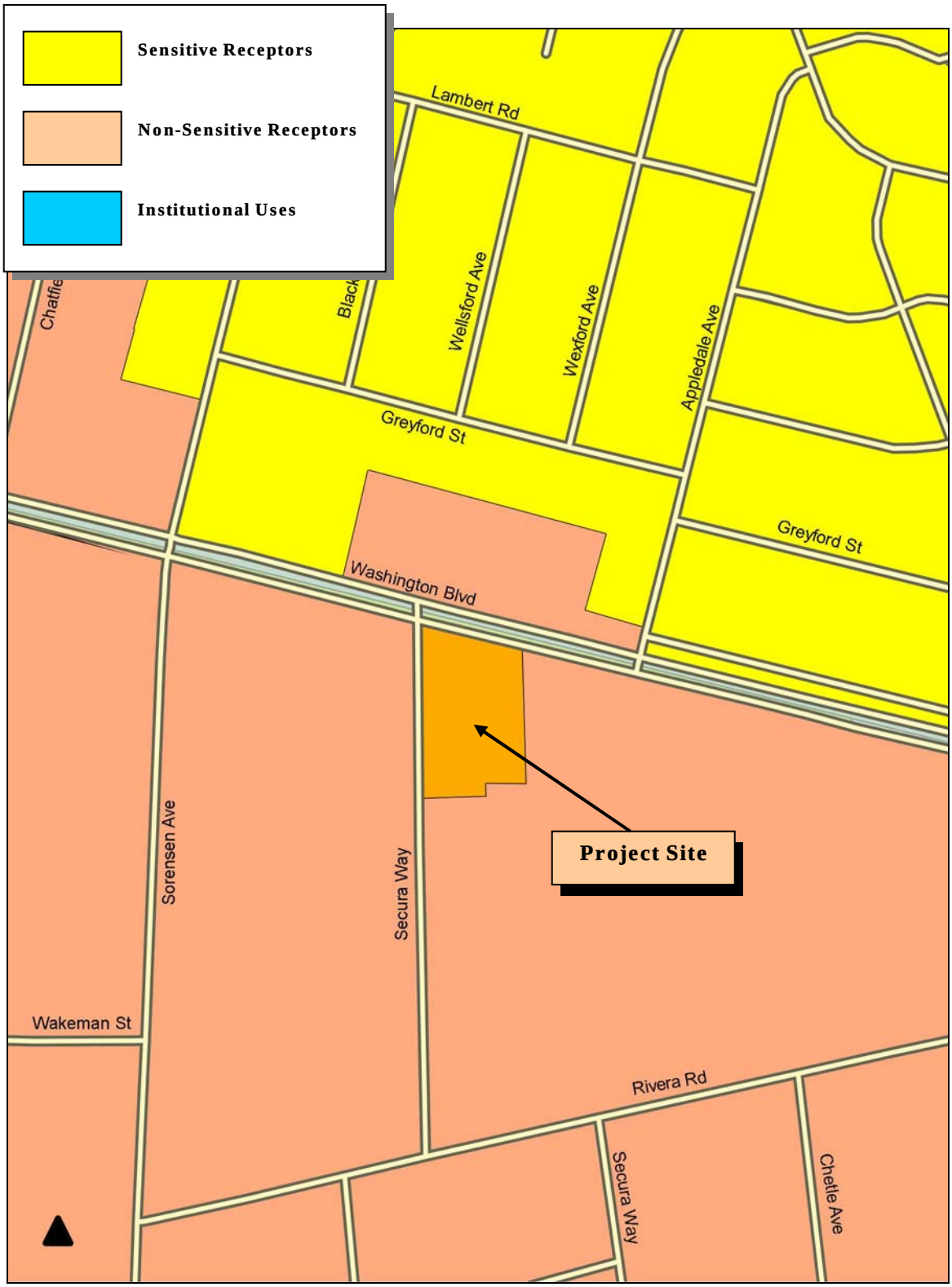

EXHIBIT 3-3
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

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. The proposed project will generate approximately 263 daily trips, with 24 trips occurring during the AM peak hour, and 26 trips occurring during the PM peak hour. 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.[35] 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.

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 air quality impacts 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.

[35] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

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.

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 (CNDDB) 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 listed under the Whittier Quadrangle).[36] These species include:

- The *Coastal California Gnatcatcher* is not likely to be found on-site due to the amount urbanization in the area and the lack of habitat suitable for the California Gnatcatcher. The

[36] California Department of Fish and Wildlife. Bios Viewer. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[37]

- The *least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.[38] 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.[39]

- The *bank swallow* populations located in Southern California are extinct.[40]

- The *willow flycatcher's* habitat consists of marsh, brushy fields, and willow thickets.[41] 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 urbanization present in the surrounding areas and the lack of riparian habitat.[42]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego counties.[43] As indicated previously, the project site is located in the midst of an urban area and is covered over in grass and unmaintained ruderal vegetation. 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.

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[37] Audubon. *California Gnatcatcher*. http://birds.audubon.org/species/calgna

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

[39] Blodgett Baylosis Environmental Planning. Site survey. Survey was conducted on December 15, 2014.

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

[41] Audubon. *Willow flycatcher*. http://birds.audubon.org/birds/willow-flycatcher

[42] 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

[43] 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 surrounding areas. In addition, there are no designated "blue line streams" located within the project site (refer to Exhibit 3-4). As a result, no significant adverse 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.[44] 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 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."*[45]

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 covered over in dirt, grass, and unmaintained ruderal vegetation and is not located near a body of water. In addition, the site abuts a highly traveled roadway (Washington Boulevard) 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, the project site does not connect two major open spaces, as there are none present in the vicinity. As a result, no significant adverse impacts are anticipated.

[44] U.S. Fish and Wildlife Service. *Wetlands Mapper*. http://www.fws.gov/Wetlands/data/Mapper.html

[45] Los Angeles County Department of Regional Planning. *Significant Ecological Areas.* http://planning.lacounty.gov/sea/local_and_site_specific_habitat_linkages_and_wildlife_corridors

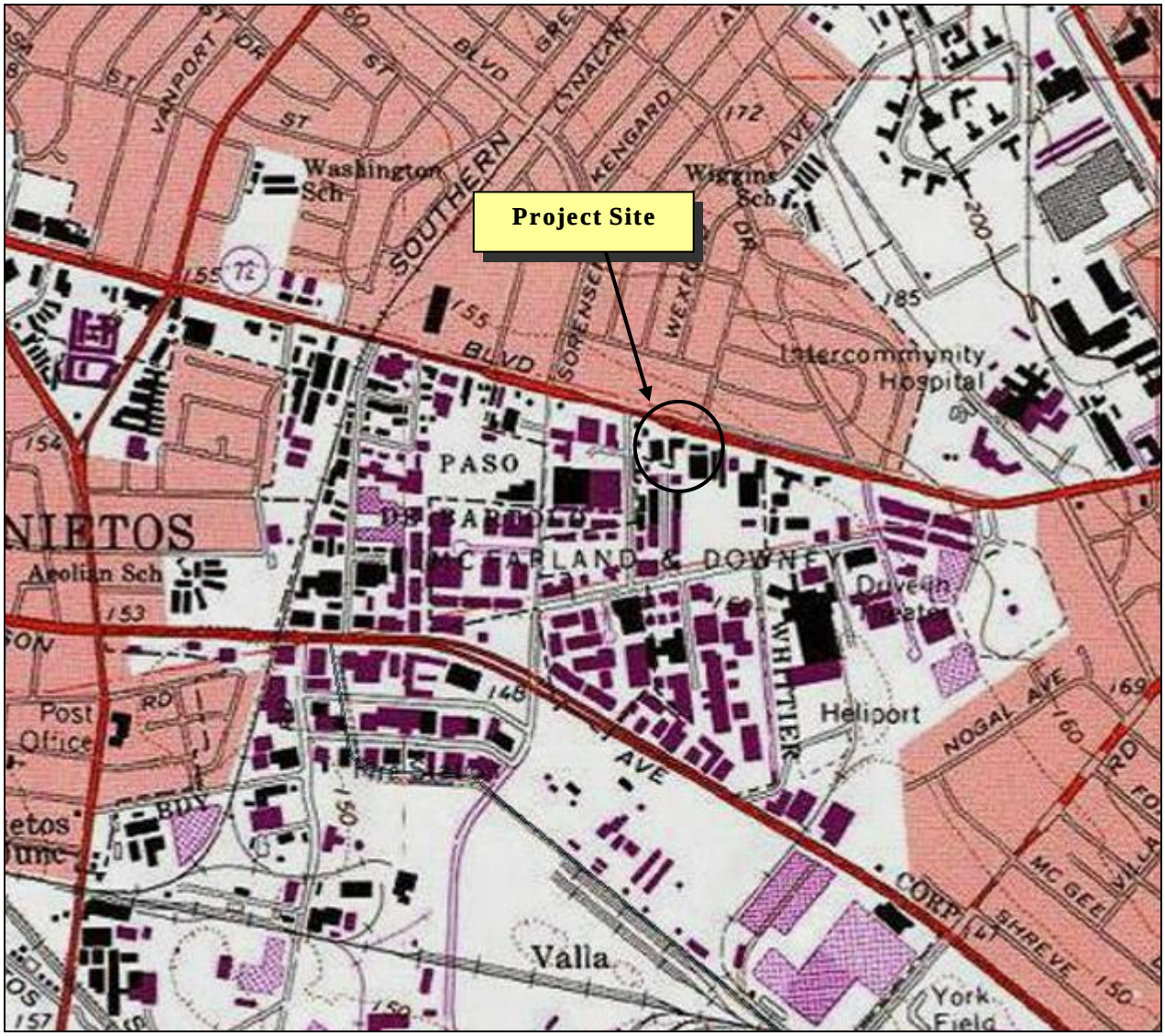

EXHIBIT 3-4
BIOLOGICAL RESOURCES - LAND COVER
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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 on-site or within the adjacent alleyways and sidewalks. Since no 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 2.4 miles northeast from the project site.[46] 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.

[46] Google Earth. Site accessed December 31, 2014.

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.[47] 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,

[47] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.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.[48]

The project site is currently vacant and does not meet, or contain any structures that meet, any of the aforementioned criteria. In addition, the project site is not listed on the National or State historic register.[49] 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). The Clarke Estate is located at 10211 Pioneer Boulevard and the Ontiveros Adobe is located at 12100 Telegraph Road.[50] The proposed project will be limited to the project site and 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 significant adverse impacts are associated with the proposed project's implementation.

[48] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010

[49] California Department of Parks and Recreation. *California Historical Resources*. http:// ohp.parks.ca.gov/ ListedResources

[50] U. S. Department of the Interior, National Park Service. National Register of Historic Places. www. National register of historic places.

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.[51] The Gabrielino-Tongva tribe has lived in this region for around 7,000 years.[52] Prior to Spanish contact, approximately 5,000 Gabrielino-Tongva people lived in villages throughout the Los Angeles Basin.[53] 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.[54] 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 the area. 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. Paradise Memorial Park is the closest cemetery to the project site and is located approximately 2.7 miles to the southwest along Florence Avenue.[55] The Little Lake Cemetery (operated by the little Lake Cemetery District) 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 3.7 miles to the southwest of the project site.[56] 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 urbanization present and the amount of disturbance sustained to accommodate the previous development. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

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

[52] Ibid.

[53] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/tongva-village-site-1

[54] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

[55] Google Earth. Site accessed December 31, 2014.

[56] 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 3-5). 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.[57]

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

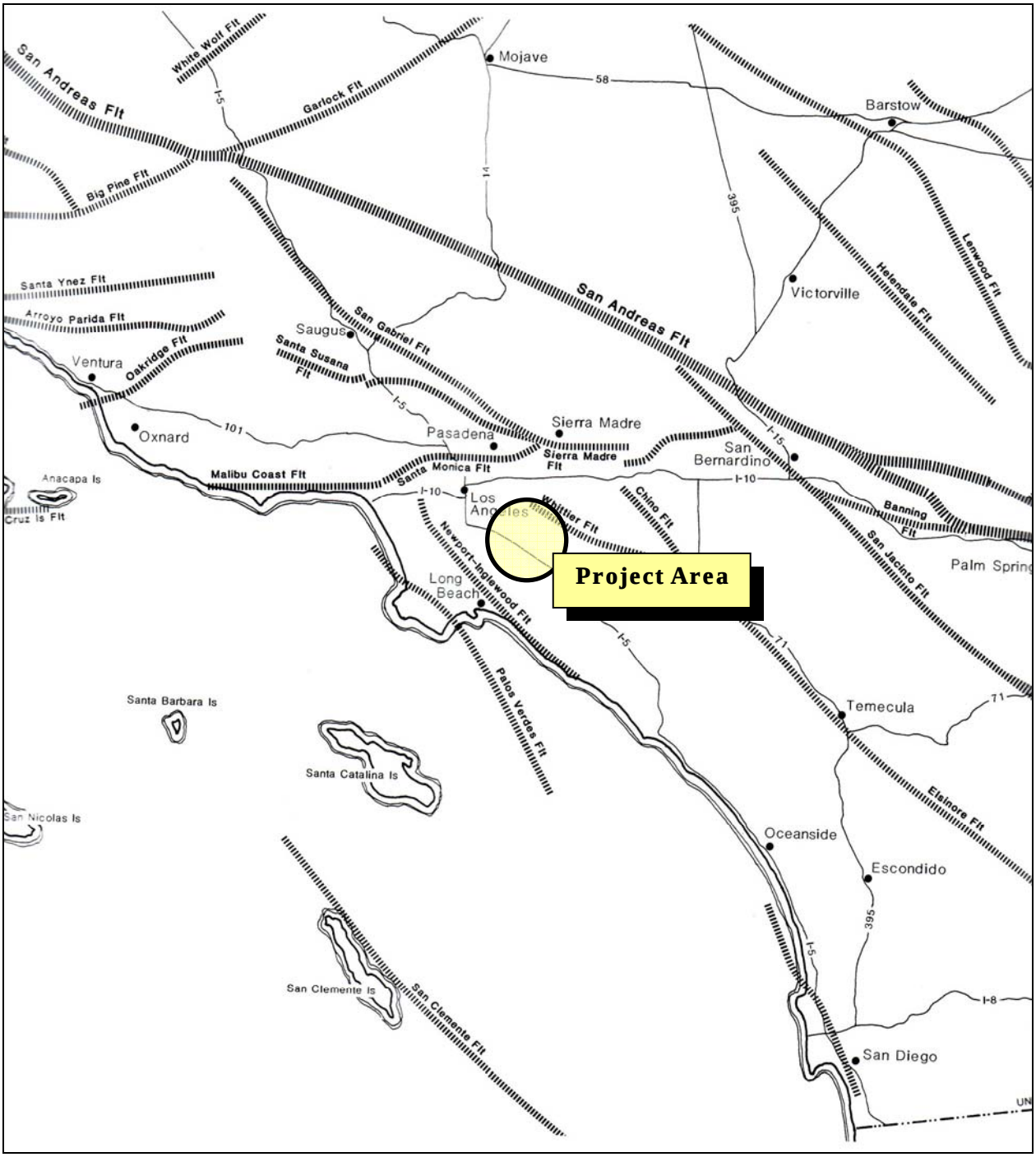

EXHIBIT 3-5
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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.[58] 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.[59] However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault. As a result, 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 3-6). 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 3-6) because there are no hills or mountains within 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 Yolo association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Yolo soils association was placed into Class I, the class with the fewest restrictions that limit their use.[60] Since the Yolo soils have no specific limitations, soil erosion is not a concern. Therefore, no impacts regarding erosion or the loss of topsoil will occur with the implementation of the proposed project.

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 Yolo association underlie the project site and immediate area. Yolo soils are suitable for development because they possess little to no limitations that restrict their use.[61] The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-6). 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 would have compressed the native soils that underlie the project site.

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

[59] 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

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

[61] Ibid.

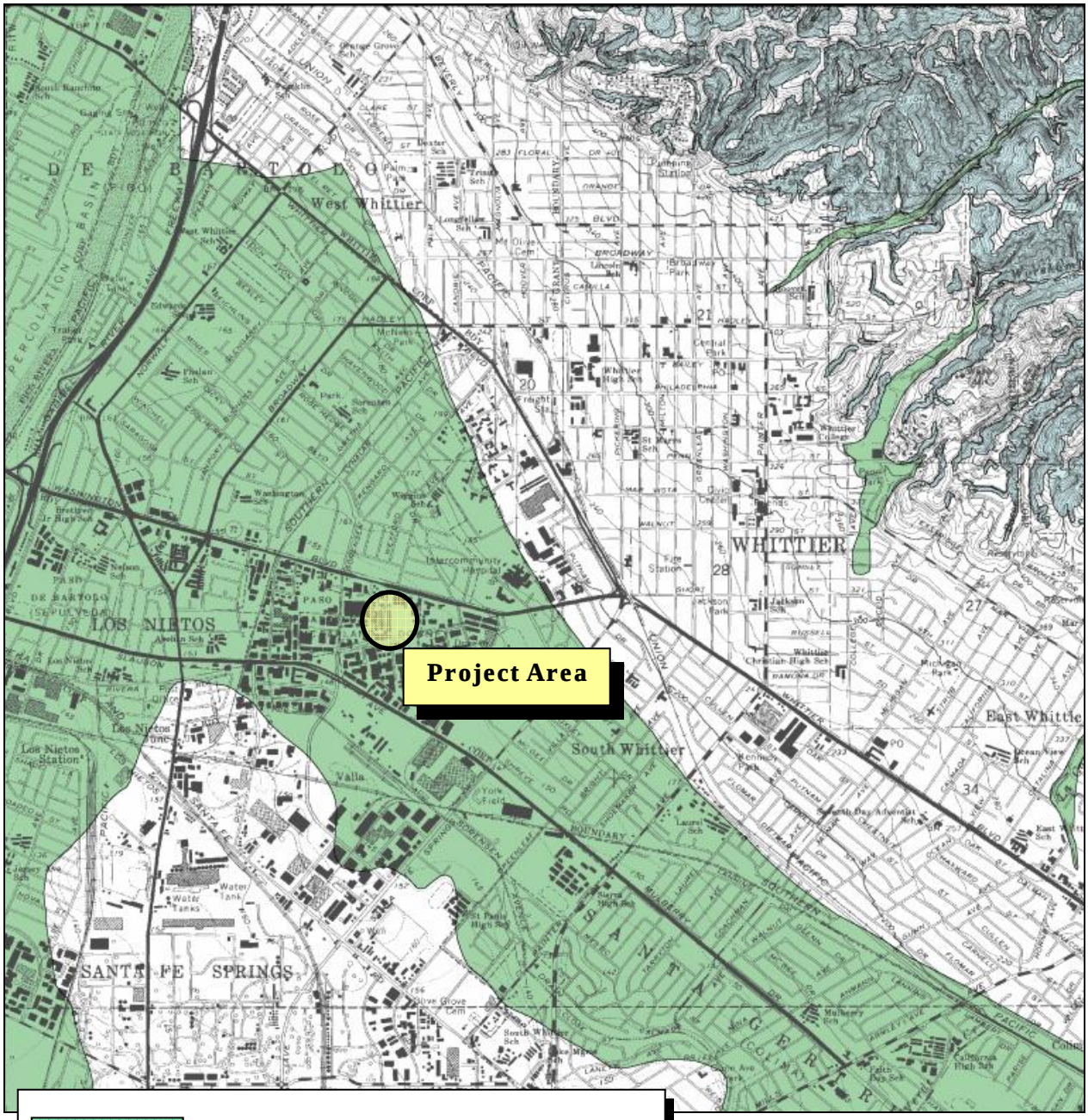

EXHIBIT 3-6
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

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.[62] In addition, 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. The site is located in an area that is subject to liquefaction; however, since the entire 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 Yolo Soils Soil Association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[63] Clay is not present in the composition of Yolo soils.[64] 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.

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.

[62] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.html

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

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

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 (CO_2), methane (CH_4), and nitrous oxide (N_2O). 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 CO_2E total for the project is 5,479.96 pounds per day or 2.48 $MTCO_2E$ 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 978.2 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_2O	CO_2E
Construction Phase - Demolition	2,509.05	0.63	--	2,522.41
Construction Phase - Site Preparation	1,801.74	0.53	--	1,813.03
Construction Phase - Grading	1,479.80	0.44	--	1,489.07
Construction Phase - Construction	2,055.62	0.47	--	2,065.58
Construction Phase - Paving	1,382.47	0.40	--	1,390.98
Construction Phase - Coatings	281.44	0.03	--	282.21
Long-term Area Emissions	0.012	--	--	0.01
Long-term Energy Emissions	355.34	--	--	357.50
Long-term Mobile Emissions	5,118.05	0.20	--	5,122.44
Total Long-term Emissions	**5,473.40**	**0.21**	**--**	**5,479.96**

Source: CalEEMod.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gasses? ● 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 building 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. As a result, no impacts are anticipated to occur.

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 Perflourocarbons 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 gasses. 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.*

The nature of the proposed project is not yet known. However, 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 not included on the list.[65] In addition, the site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.[66] There are no structures present within the project site; therefore, the risk of encountering lead and/or asbestos containing materials during demolition is minimal. As a result, the impacts from the proposed project are expected to be 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 equidistant by 1.38 miles from two *methane zones*. The two nearest methane zones include LA By-products, located to the southwest at 9615 Norwalk Boulevard, and Waste Disposal Inc., located at 12817 Los Nietos Road. 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.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? ● No impact.

There are no schools located within one quarter of a mile from the project site. The three closest schools to the project site include Washington Elementary School, located approximately a half a mile to the northwest of the project site along Thornlake Avenue, Aeolian Elementary school, located approximately half a mile to the southwest of the project site along Slauson Avenue, and Los-Nietos Middle School, located approximately one mile to the southwest of the project site along Slauson Avenue.[67] As a result, no impacts to schools located within one-quarter of a mile are anticipated.

[65] United States Environmental Protection Agency. *Envirofacts*. http://www.epa.gov/enviro/index.html.

[66] California Department of Toxic Substances Control. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/.

[67] Google Earth. Site accessed December 15, 2014.

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

As indicated in Section 3.8.2.A, the project site is not included on the EPA's Envirofacts database.[68] In addition, the site is not listed in the California Department of Toxic Substances Control Envirostor website as a Cortese site.[69] 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, no impacts will occur with respect to locating the project on a site included on a hazardous list pursuant to the aforementioned government code.

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 7.8 miles to the southeast of the project site. El Monte Airport is located approximately 7.8 miles to the north of the site. The Long Beach Airport is located approximately 11.4 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20.5 miles to the west.[70] 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. As a result, no significant adverse 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.[71] 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 Washington Boulevard 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 significant adverse impacts are associated with the proposed project's implementation.

[68] United States Environmental Protection Agency. *Envirofacts.* http://www.epa.gov/enviro/index.html.

[69] California Department of Toxic Substances Control. *Envirostor.* http://www.envirostor.dtsc.ca.gov/public/.

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 area is 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 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

The environmental analysis determined that the proposed project would not result in any significant adverse impacts. As a result, no mitigation is required at this time.

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 construction of an industrial warehouse over a vacant lot. 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.[72] 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 homeowners association 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.

- The applicant will be required to install a sub-slab SVE system per requirements outlined by the Los Angeles Regional Water Quality Control Board.

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

[72] Blodgett/Baylosis Environmental Planning. *Site Survey*. January 20, 2015.

[73] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Site accessed January 30, 2015.

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.

There are no streams, rivers, or other bodies of water located within, or around the project site.[74] In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, no significant adverse 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, there are no streams, rivers, or other bodies of water located within, or around the project site. In addition, no natural drainage or riparian areas remain within the project site due to past development. As a result, no significant adverse 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 involve the construction of a new industrial warehouse building over an existing vacant lot. 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.[75] 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.

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.

[74] United States Geological Survey. *Santa Fe Springs 7½ Minute Quadrangle.* Release Date March 25, 1999.

[75] Blodgett/Baylosis Environmental Planning. Site Survey. Survey was completed on December 15, 2014.

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 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 3-7). 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.[76] Therefore, 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.[77] 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.[78] Since the project site is located outside the potential inundation area of this reservoir, no significant adverse impacts are anticipated.

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

The proposed project is not located in an area that is subject to inundation by seiche or tsunami. As indicated earlier, there are no rivers located in the vicinity that would result in a seiche. In addition, the project site is located inland approximately 15.5 miles from the Pacific Ocean and the project area would not be exposed to the effects of a tsunami.[79] Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

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[76] FEMA. *Flood Zones, Definition/Description.* http://www.fema.gov/floodplain-management/flood-zones

[77] Ibid.

[78] City of Santa Fe Springs. *Natural Hazards Mitigation Plan.* October 11, 2004.

[79] Google Earth. Site accessed January 20, 2015.

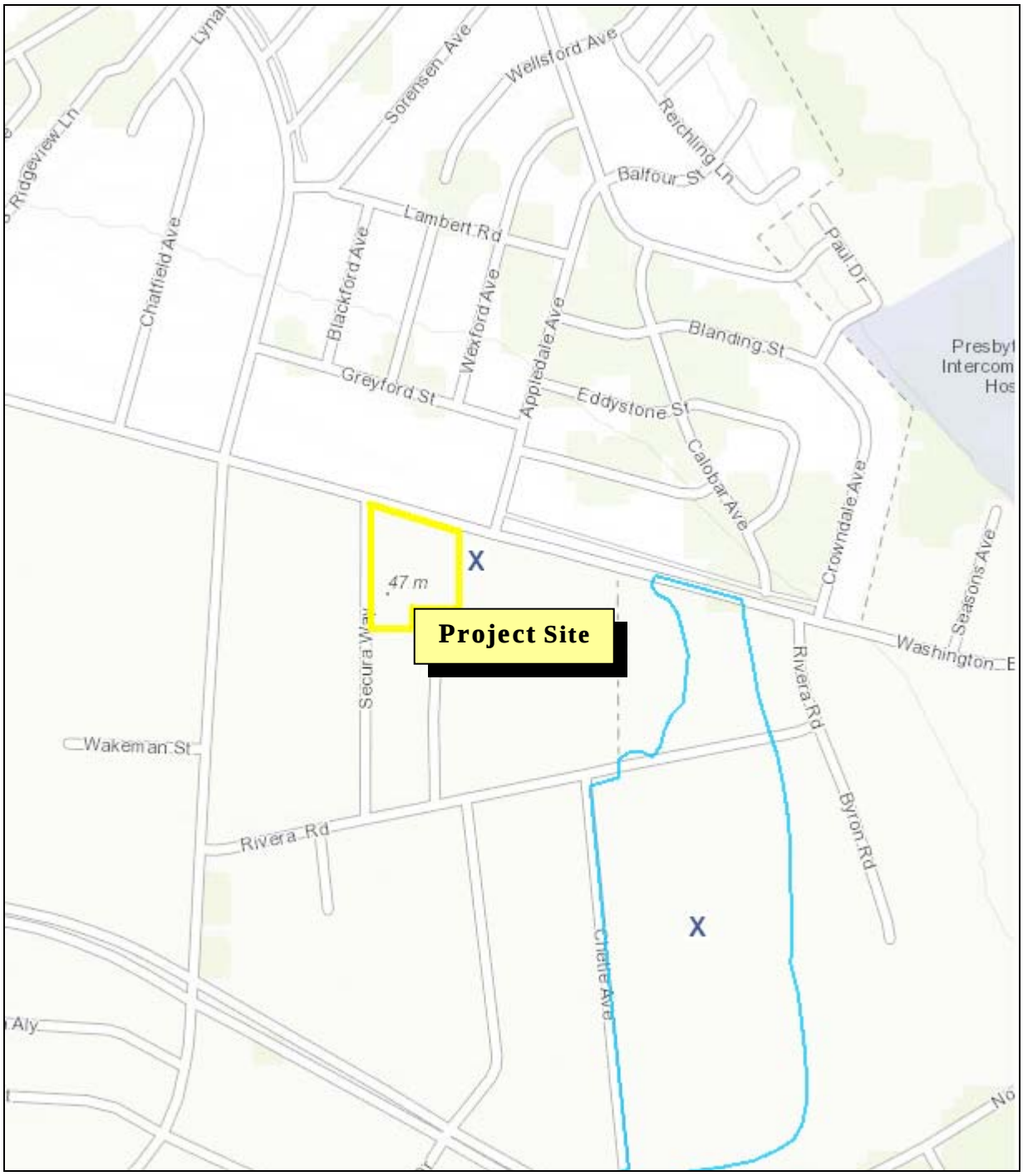

EXHIBIT 3-7
FEMA FLOOD MAP

SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

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. 10 (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. 11 (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. 12 (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. 13 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 14 (Hydrology and Water Quality). The applicant will be required to install a sub-slab SVE system per requirements outlined by the Los Angeles Regional Water Quality Control Board.

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 the Hacienda Mobile Home Park located to the west, the single family residential development located to the northeast along Washington Boulevard, and the mix of higher and lower density residential development located approximately 398 feet to the north of the project site. In addition, the proposed project will not result in an incompatible land use because the project site's zoning designation was recently changed to *Light Manufacturing* (M-1) (refer to Exhibit 3-8 for the zoning map). The project site's General Plan land use designation is Industrial (refer to Exhibit 3-9 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 use that is contemplated will not conflict with any existing General Plan land use designation, or zoning designation.[80] In addition, the project site is located approximately 15.5 miles inland from the Pacific Ocean and is not subject to a local coastal program.[81] As a result, no impacts will occur.

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

[81] Google Earth. Site accessed January 30, 2105.

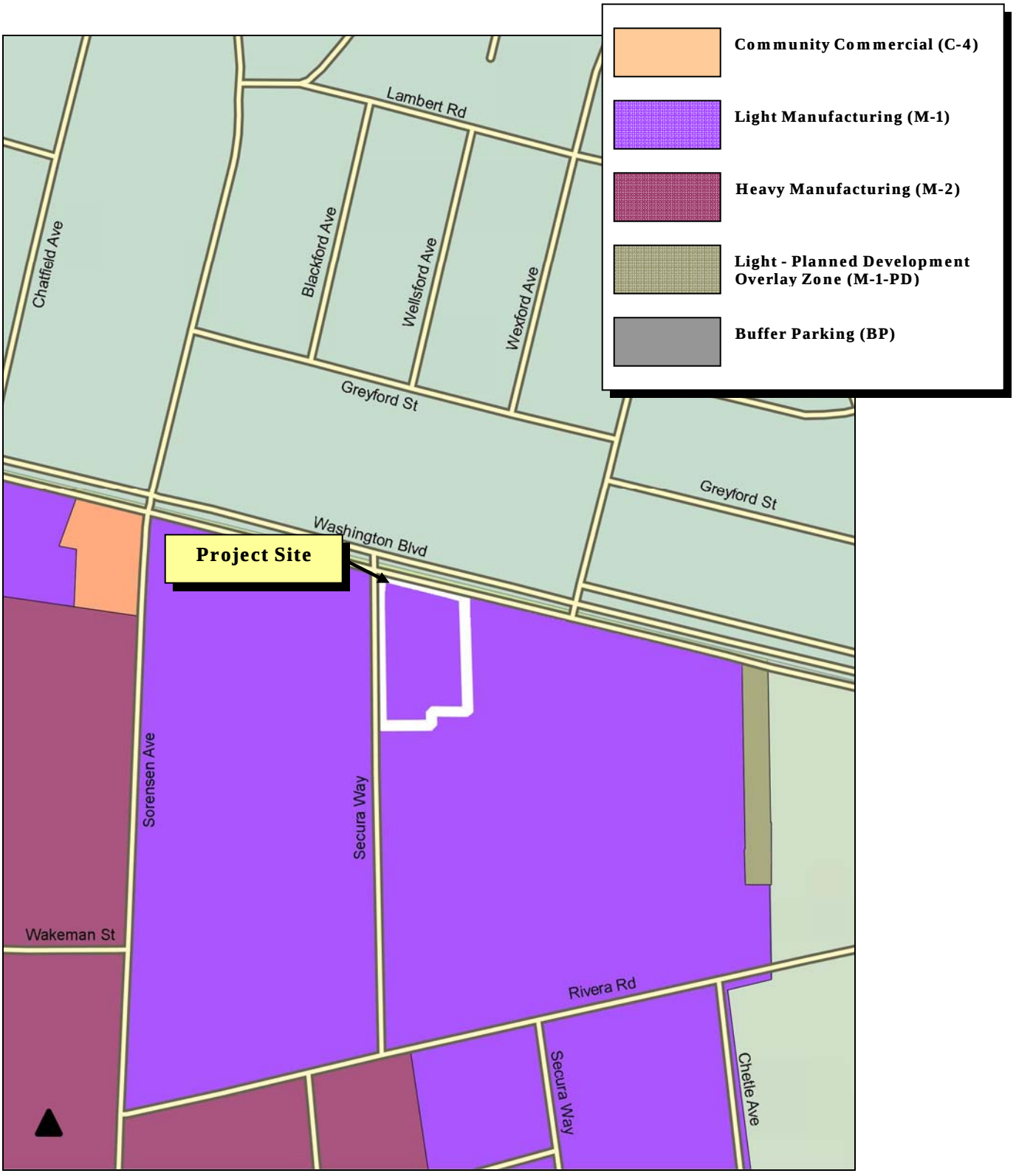

EXHIBIT 3-8
ZONING MAP
SOURCE: CITY OF SANTA FE SPRINGS

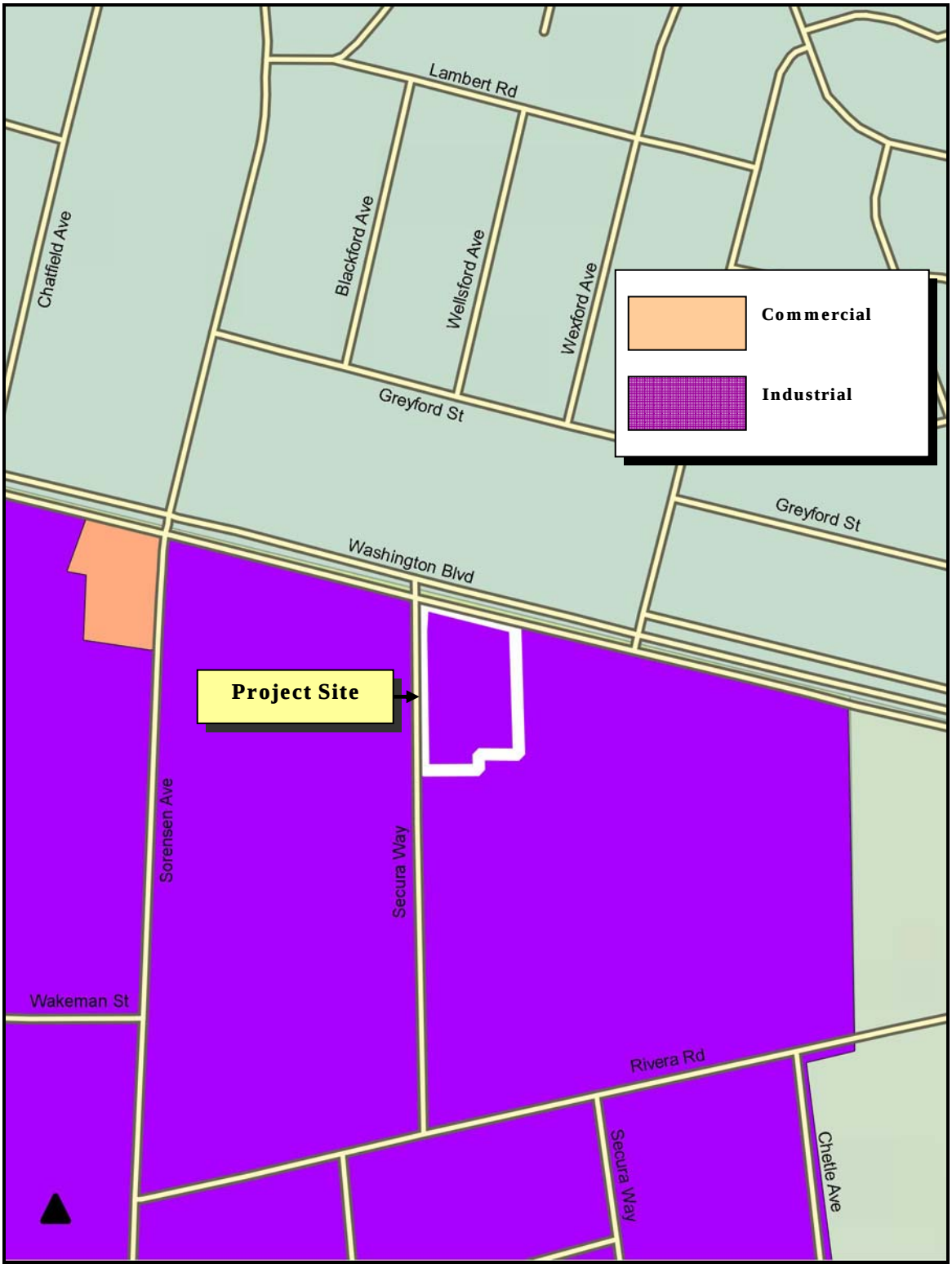

EXHIBIT 3-9
GENERAL PLAN LAND USE DESIGNATIONS
SOURCE: CITY OF SANTA FE SPRINGS

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 2.4 miles northeast from the project site.[82] 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.

3.10.3 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.

[82] Google Earth. Site accessed December 31, 2014.

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.[83] 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, the proposed project will not result in any significant adverse effects on mineral resources in the region.

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.

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.

[83] California Department of Conservation. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed in December 2014.

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.[84] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-10. The ambient noise environment within the project area is dominated by traffic noise emanating from the adjacent Washington Boulevard, a major arterial route.

[84] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

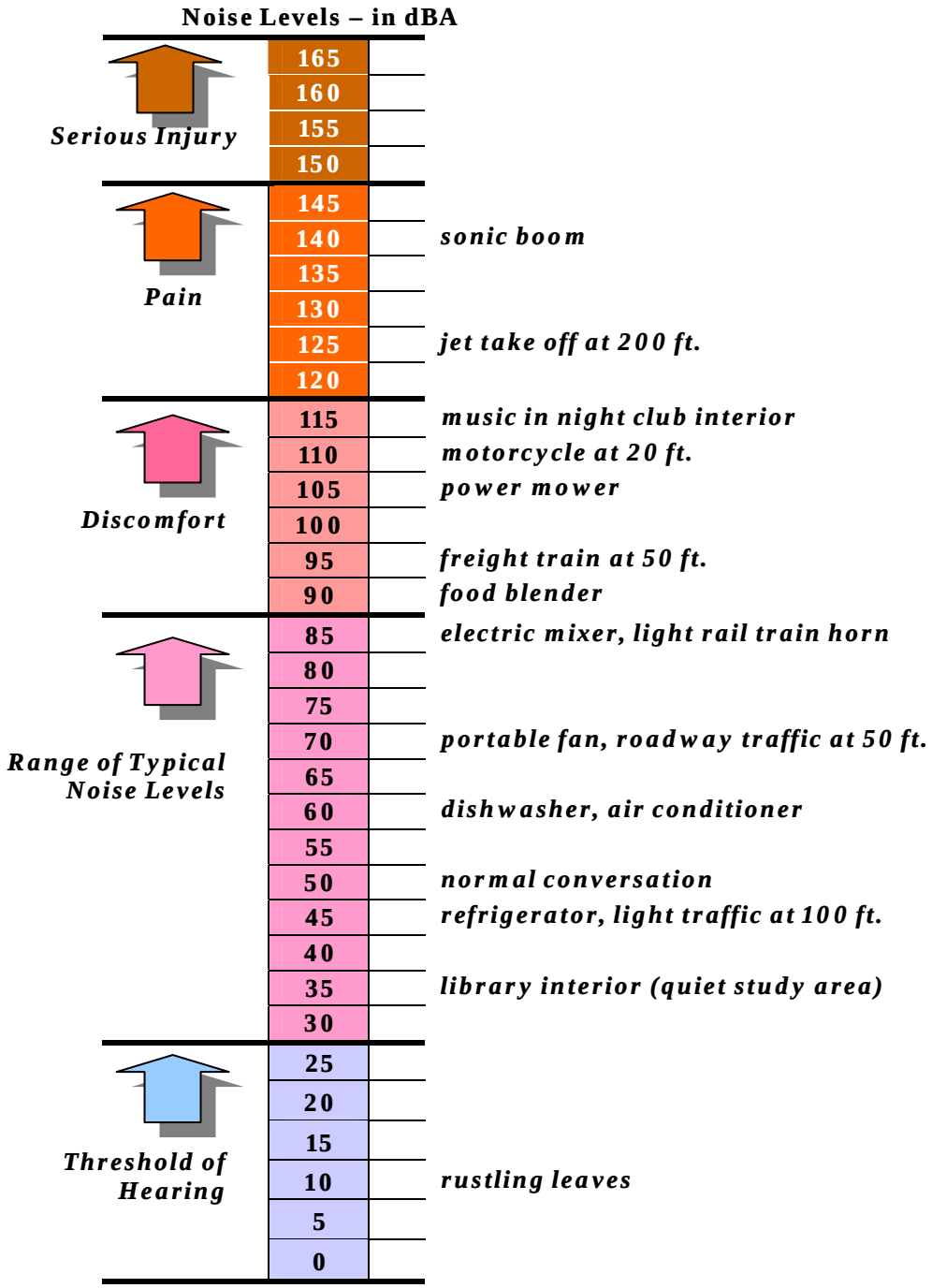

EXHIBIT 3-10
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
Source: Blodgett/Baylosis Environmental Planning

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 Washington Boulevard on a Monday afternoon at 1:00 p.m. Table 3-7 indicates the variation in noise levels over time during the measurement period.[85] 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 was 76.3 dBA.

Table 3-7
Noise Measurement Results

Noise Metric	Noise Level (dBA)
L^{50} (Noise levels <50% of time)	76.0 dBA
L^{75} (Noise levels <75% of time)	80.1 dBA
L^{90} (Noise levels <90% of time)	82.9 dBA
L^{99} (Noise levels <99% of time)	85.9 dBA
L_{min} (Minimum Noise Level)	65.1 dBA
L_{max} (Maximum Noise Level)	86.1 dBA
Average Noise Level	76.3 dBA

Source: Blodgett/Baylosis Environmental Planning. January 17, 2015

As indicated in Table 3-7, the average noise levels along Washington Boulevard are 76.3 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 are expected to 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. In addition, the proposed project will result in an additional 24 AM peak hour trips and 26 PM peak hour trips. This volume is under the range that would represent a significant traffic noise impact. As a result, the impacts are anticipated to be less than significant.

[85] Bugliarello, et. al., *The Impact of Noise Pollution*, Chapter 127, 1975.

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). The additional average daily trips that will be added to the Washington Boulevard background traffic will be 263 trips. 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 3-11. 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 receptor is the Hacienda Mobile Home Park located approximately 247 feet to the west 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.

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 7.8 miles to the southeast of the project site. El Monte Airport is located approximately 7.8 miles to the north of the site. The Long Beach Airport is located approximately 11.4 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20.5 miles to the west.[86] As a result, no significant adverse impacts are anticipated.

[86] Google Earth. Site accessed January 30, 2015.

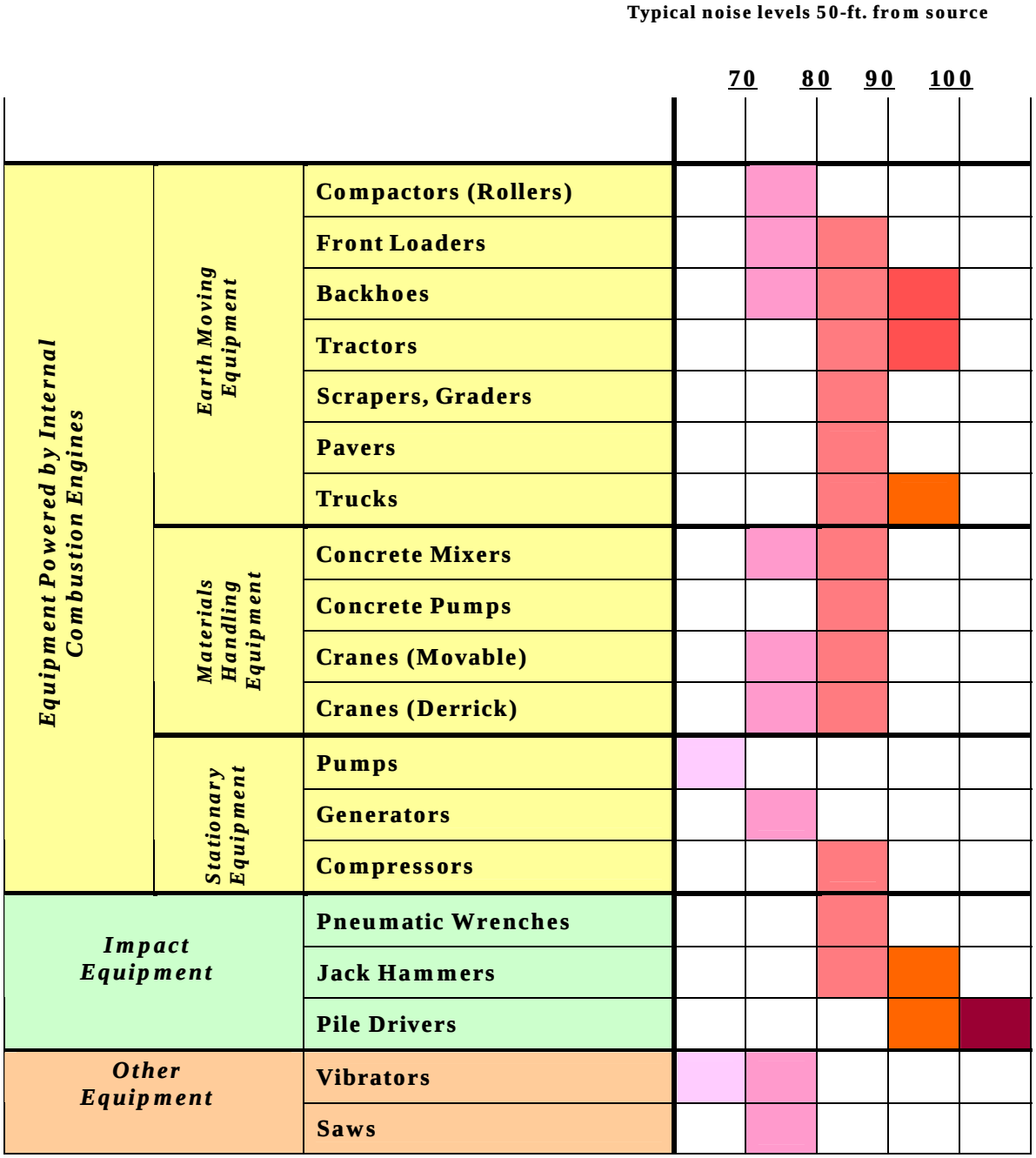

EXHIBIT 3-11
TYPICAL CONSTRUCTION NOISE LEVELS

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, 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).* 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.

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 those required to facilitate access.
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.	N0 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 (refer to Section 3.3.2.A). 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 vacant. In addition, the site is zoned for M-1 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. As a result, no significant adverse 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 vacant and no housing units will be affected by the proposed project. As a result, no displacement of residents will result. Thus, no significant adverse 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.

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.*

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the city. The 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. 2. 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. As a result, the potential project's impacts 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? ● No Impact.

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 police services 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.[87] Access to the parking areas will be controlled by two gates. In addition, the current vacant site is an attractant for vandalism. Once occupied, the potential for vandalism for be reduced. As a result, no impacts are anticipated to occur in regards to police services and response times.

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 significant adverse impacts on schools will result from the proposed project's implementation.

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 significant adverse 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.

[87] City of Whittier. http://www.cityofwhittier.org/depts/police/sfs/default.asp

3.14.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant adverse impacts are anticipated and no mitigation is required with the implementation of the proposed project.

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 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. 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.

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.

The analysis focuses on the potential traffic impacts to the surrounding roadway network near the Project site, and the identification of mitigation measures, as appropriate, at potentially impacted locations. Traffic conditions were analyzed for nine (9) intersections in the City of Santa Fe Springs under Existing Year (2015) baseline conditions and for Opening Year (2016) conditions both without and with the Project. Eight of the study intersections are currently signalized, while one consists of a two-way stop.[88]

Future conditions were estimated using general traffic engineering techniques, and the standard methods, assumptions and criteria established by the City of Santa Fe Springs. Future traffic volumes and project trip distribution patterns were develop based on an understanding of the existing traffic operations observed at each study intersection, and roadway machine counts collected by Minagar & Associates, Inc. in 2014. The traffic impact analysis was conducted in accordance with the goals, objectives, requirements, assumptions, policies and procedures of the following:

- City of Santa Fe Springs traffic impact study guidelines;
- City of Santa Fe Springs General Plan and Circulation Element;

[88] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

- City of Santa Fe Springs Municipal Code; and the,
- County of Los Angeles Congestion Management Program (CMP).[89]

Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, saturation flow rates for lane groups, and other factors were applied in accordance with the City's currently adopted methods for traffic studies.[90]

The analysis methodology is based on the City of Santa Fe Springs' traffic study criteria, which is derived from the requirements and procedures established in the Los Angeles County Metropolitan Transportation Authority's Congestion Management Program (CMP). Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. Both the City of Santa Fe Springs and the County of Los Angeles CMP recognize LOS "D" as the minimum satisfactory Level of Service during peak hour conditions.

To determine the above peak-hour intersection LOS values for each intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the V/C of critical east/west and north/south conflicting movement combinations, which are determined from the volume and direction of entering traffic, and the capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall volume-to-capacity of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation. For the two-way stop controlled (unsignalized) intersection at Washington Boulevard and Allport Avenue, the Highway Capacity Manual (HCM-2010) methods were used to evaluate peak hour vehicle delays, in seconds per vehicle (s/v). The HCM-2010 LOS criteria for unsignalized intersections are defined on a similar type of grading scale, as follows: LOS A ≤10 s/v; LOS B >10-15 s/v, LOS C >15-25 s/v, LOS D >25-35 s/v, LOS E >35-50 s/v, and LOS F >50 s/v. Brief descriptions of the six levels of service for signalized intersections are shown in Table 3-9.

Table 3-9
Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 15.0 seconds
C	0.71 – 0.80	15.1 – 25.0 seconds
D	0.81 – 0.90	25.1 – 35.0 seconds

[89] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

[90] Ibid

Table 3-9
Level of Service Definitions (continued)

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
E	0.91 – 1.00	35.1 – 50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Table 3-10, included below, provides a description of each specific level of service grade (LOS A through LOS F).

Table 3-10
Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

The following evaluation scenarios were considered in the traffic analysis:

- Existing Year 2015;
- Opening Year 2015, Without Project;
- Opening Year 2016, With Project; and,

- Opening Year + Project, With Mitigation (if necessary).[91]

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.

Traffic counts were conducted during the morning and afternoon peak periods (7:00-9:00am, 4:00-6:00pm) during typical non-holiday weekdays in January 2015. Table 3-11 lists the locations of the study intersections identified by the City for this study, and the AM/PM peak traffic hour identified from the traffic counts that were used in the analysis.

Table 3-11
Study Intersections and Weekday Peak Traffic Hours

#	Location	Intersection Control	Peak Hour	
			AM Period	PM Period
1	Washington Boulevard at Lambert Road / Dan Adams Way	Signalized	7:45 – 8:45am	4:30 – 5:30pm
2	Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	Signalized	7:00 – 8:00am	4:45 – 5:45pm
3	Slauson Avenue at Sorensen Avenue	Signalized	7:30 – 8:30am	4:45 – 5:45pm
4	Washington Boulevard at Sorenson Avenue	Signalized	7:30 – 8:30am	4:45 – 5:45pm
5	Washington Boulevard at Allport Avenue / Ridgeview Lane	Two-Way Stop Control	7:15 – 8:15am	4:30 – 5:30pm
6	Washington Boulevard at Broadway Avenue	Signalized	7:15 – 8:15am	4:15 – 5:15pm
7	Washington Boulevard at Norwalk Boulevard	Signalized	7:15 – 8:15am	4:15 – 5:15pm
8	Norwalk Boulevard at Broadway Avenue	Signalized	7:15 – 8:15am	4:45 – 5:45pm
9	Slauson Avenue at Norwalk Boulevard	Signalized	7:00 – 8:00am	4:30 – 5:30pm

Source: Minagar & Associates, Inc.

Exhibit 3-12 (shown on the following page) shows the location of the of the nine study intersections.

[91] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

EXHIBIT 3-12
VICINITY MAP, PROJECT LOCATION, AND STUDY AREA INTERSECTIONS
SOURCE: MINAGAR & ASSOCIATES, INC.

Existing Year 2015 weekday peak hour intersection Levels of Service (LOS) were determined by developing a traffic model based on the prevailing lane configurations, intersection traffic signal and signage controls, and AM/PM peak hour traffic volumes observed and document from the field. The overall intersection volume-to-capacity (v/c) and LOS were determined using the ICU analysis module in Synchro-8.0, a traffic modeling, analysis and microsimulation computer program commonly used in regulatory traffic impact studies. Detailed LOS calculation worksheets are provided in Appendix B of the traffic report.[92]

Exhibit 3-13 shows the locations of each study intersection with respect to the project site and study area, including the existing traffic controls and lane geometrics. Existing peak-hour traffic volumes at each intersection approach are shown in Exhibit 3-14.

Table 3-12 (shown below) summarizes the results of the Existing Year 2015 intersection LOS analysis, completed using the methodologies described previously. As shown Table 3-12, only the Two-Way Stop Control intersection at Washington Boulevard at Allport Avenue is operating at acceptable Levels of Service (LOS "D" or better) under the existing (Year 2015) conditions during the weekday AM and PM peak hours. The remaining eight study intersections are currently operating at deficient LOS E or F during the weekday peak hours.

Table 3-12
Intersection Levels of Service - Existing (Year 2015)

Location				LOS Analysis		
No.		Intersection	Control	Peak Hour	Existing Year 2015	
					V/C	LOS
1		Washington Boulevard at Lambert Road / Dan Adams Way	Signal	AM	1.001	**F**
				PM	1.392	**F**
2		Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	Signal	AM	1.511	**F**
				PM	1.426	**F**
3		Slauson Avenue at Sorensen Avenue	Signal	AM	1.543	**F**
				PM	1.510	**F**
4		Washington Boulevard at Sorenson Avenue	Signal	AM	1.370	**F**
				PM	1.793	**F**
5		Washington Boulevard at Allport Avenue / Ridgeview Lane	Two-Way Stop Control	AM	4.1 s/v	A
				PM	12.2 s/v	B
6		Washington Boulevard at Broadway Avenue	Signal	AM	1.774	**F**
				PM	2.526	**F**
7		Washington Boulevard at Norwalk Boulevard	Signal	AM	1.741	**F**
				PM	1.855	**F**
8		Norwalk Boulevard at Broadway Avenue	Signal	AM	1.112	**F**
				PM	1.412	**F**
9		Slauson Avenue at Norwalk Boulevard	Signal	AM	1.559	**F**
				PM	1.949	**F**

[92] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

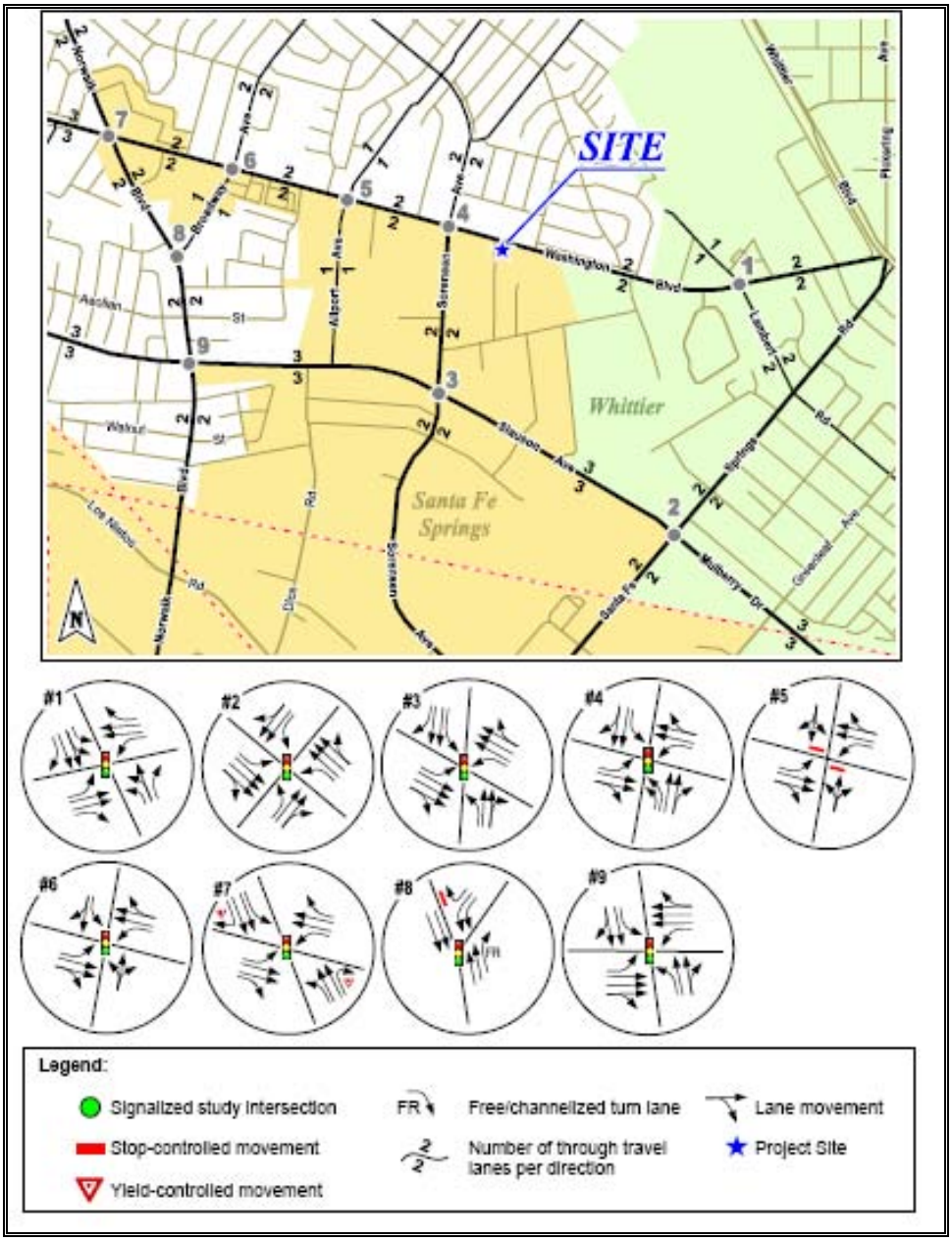

EXHIBIT 3-13
EXISTING INTERSECTION LANE CONFIGURATIONS AND CONTROLS
SOURCE: MINAGAR & ASSOCIATES, INC.

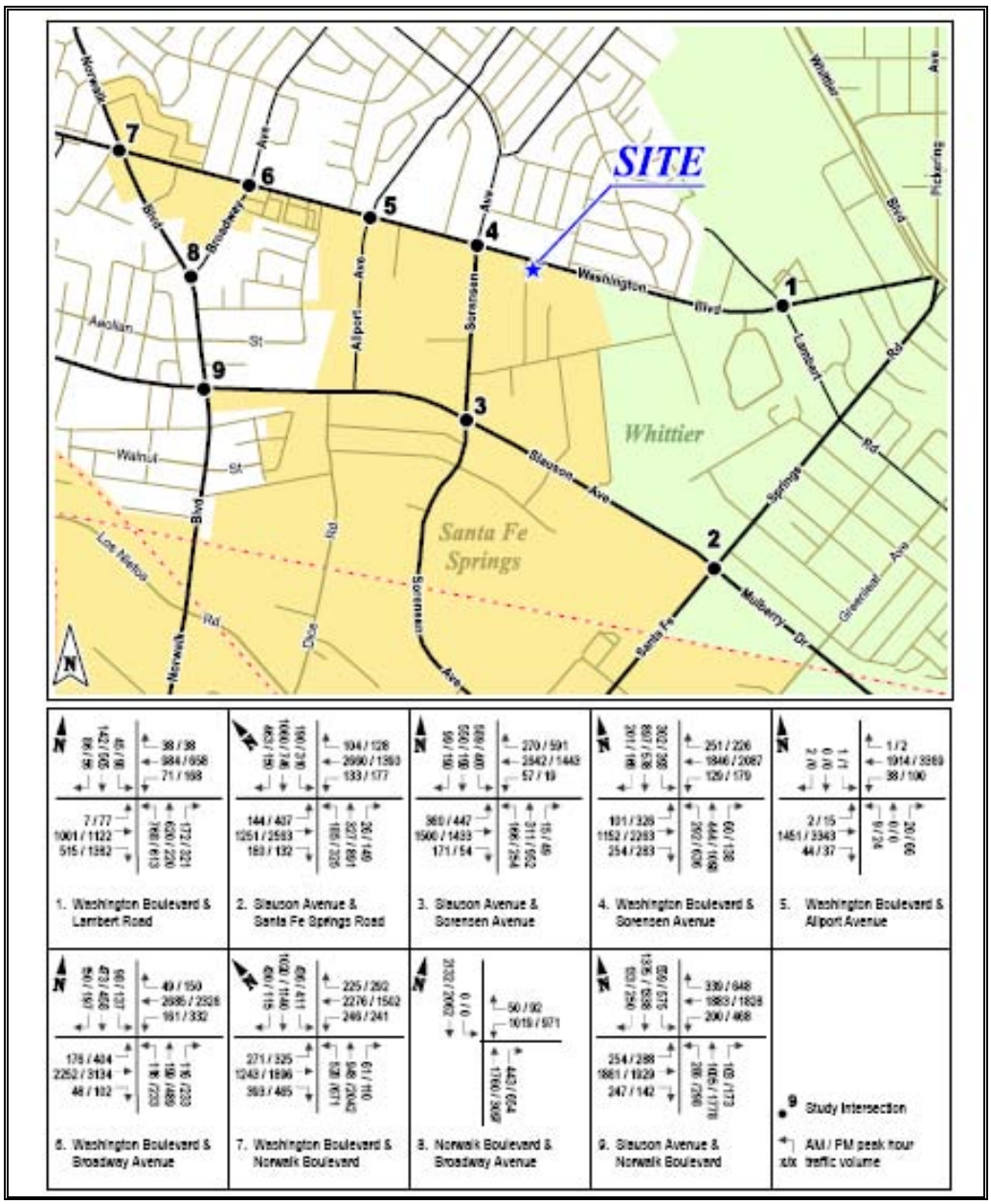

EXHIBIT 3-14
EXISTING YEAR 2015 TRAFFIC VOLUMES – WEEKDAY AM/PM PEAK HOURS

SOURCE: MINAGAR & ASSOCIATES, INC.

Analysis of future traffic conditions compares the anticipated traffic levels at each study intersection before and after the project site is developed, in order to identify locations where the added Project traffic could potentially cause significant impacts on the surrounding street network.

The Opening Year 2016 baseline scenario represents local traffic conditions anticipated just prior to the opening of the Project. Based on the Project information provided by the City and developer, the warehouse facility would be constructed and occupied with approved building permits by the onset of the Year 2016. The Opening Year 2016 baseline traffic volumes were developed by first identifying an annual ambient traffic growth factor. Minagar & Associates, Inc. collected average daily traffic (ADT) volume machine counts on various street segments in the City of Santa Fe Springs in 2009 and 2014, and subsequently compiled a report summarizing the changes in traffic volumes and patterns over this five-year period.

The results of the 2014 report showed that on average, citywide traffic volumes decreased by an average of -0.10% per year over the previous five years. The northern portion of the City in particular has experienced decreases in daily traffic, including Washington Boulevard (-.91% per year west of Broadway, -.99% per year east of Broadway), Norwalk Boulevard (-.03% per year), Broadway Avenue (-1.53% per year), Allport Avenue (-1.87% per year), Sorensen Avenue (-.82% per year), Santa Fe Springs Road (-1.97% per year), and Slauson Avenue (-1.58% per year east of Sorensen Avenue). Only a few locations west and south of the intersection at Slauson Avenue and Sorensen Avenue experienced traffic volume increases.[93]

For the purposes of this evaluation, the traffic analysis has assumed that the annual change in ambient traffic would be negligible for the targeted project opening year. At this time, no known major projects in the vicinity have been found or are expected to be built leading up to the Opening Year 2016 which would generate additional traffic not reflected by the Existing Year 2015 baseline traffic volume counts. In order to account for unforeseen potential cumulative developments in the area occurring within the City of Santa Fe Springs, the neighboring City of Whittier or unincorporated Los Angeles County, the existing traffic volumes were conservatively increased by +1.0% for the Opening Year 2016 baseline conditions.

Peak hour traffic operations at each study intersection were evaluated for the Opening Year 2016 baseline conditions (without the Project) based on the above traffic volume adjustments. As shown in Table 3-13, all of the study area intersections would continue to operate at their existing levels of service (LOS) during the weekday peak hours in the Year 2016.[94]

[93] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

[94] Ibid.

Table 3-13
Intersection Level of Service – Opening Year (2016) Conditions Without Project

Location				LOS Analysis		
No.		Intersection	Control	Peak Hour	Opening Year 2016 Baseline (Without Project)	
					V/C	LOS
1		Washington Boulevard at Lambert Road / Dan Adams Way	Signal	AM	1.010	**F**
				PM	1.406	**F**
2		Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	Signal	AM	1.525	**F**
				PM	1.438	**F**
3		Slauson Avenue at Sorensen Avenue	Signal	AM	1.557	**F**
				PM	1.523	**F**
4		Washington Boulevard at Sorenson Avenue	Signal	AM	1.383	**F**
				PM	1.809	**F**
5		Washington Boulevard at Allport Avenue / Ridgeview Lane	Two-Way Stop Control	AM	4.1 s/v	A
				PM	13.0 s/v	B
6		Washington Boulevard at Broadway Avenue	Signal	AM	1.786	**F**
				PM	2.549	**F**
7		Washington Boulevard at Norwalk Boulevard	Signal	AM	1.757	**F**
				PM	1.872	**F**
8		Norwalk Boulevard at Broadway Avenue	Signal	AM	1.122	**F**
				PM	1.426	**F**
9		Slauson Avenue at Norwalk Boulevard	Signal	AM	1.574	**F**
				PM	1.967	**F**

The opening year 2016 project conditions with project were also examined. 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. Passenger Car Equivalent (PCE) adjustment factors were applied to all traffic volumes throughout the traffic study, including for 2-axle, 3-axle and 4+ axle trucks comprising the project's trip generation. The net trip generation for the project, adjusted for trucks, will result in a daily trip generation of 263 PCE trips, 24 AM peak hour PCE trips (19 in, 5 out) and 26 PM peak hour PCE trips (19 in, 7 out).[95] Table 3-14 (shown on the following page) summarizes of the anticipated PCE-based AM/PM peak hour project trip generation

[95] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

Table 3-14
Project Trip Generation

Trip Generation Rates

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	3.56	0.237	0.063	0.300	0.080	0.240	0.320

Project Trip Generation

Project Land Use		Qty.	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		58.661	KSF	209	14	4	18	5	14	19
Passenger Vehicles	80.0%			167	11	3	14	4	11	15
Trucks	20.0%			42	3	1	4	1	3	4

Project Trips – Passenger Car Equivalents (PCE)

Vehicle Type	Veh. Mix	Daily Vehs.	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	80.0%	167	1.0	167	11	3	14	4	11	15
Lg. 2-Axle Trucks	9.0%	19	2.0	38	2	0	2	1	2	3
3-Axle Trucks										
4+ Axle Trucks	11.0%	23	2.5	58	6	2	8	2	6	8
Total Truck PCE Trips				96	8	2	10	3	8	10
Total Project PCE Trips				263	19	5	24	7	19	26

Source: Minagar & Associates, Inc.

Project trips were distributed to the study area roadway network using patterns developed from existing peak hour traffic volumes and distribution characteristics, the proposed site access plan, existing truck routes, and a study of travel routes between regional connectors and the project site. Based on this method, it was estimated that 44 percent of passenger car project traffic (52% trucks) will access the site from the west on Washington Boulevard, and 56 percent of passenger car traffic (48% trucks) will access the site from the east on Washington Boulevard.[96] AM and PM peak hour project trip generation estimates were then assigned to the surrounding street network, as shown in Exhibits 3-15, 3-16, and 3-17 on the pages that follow.

[96] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

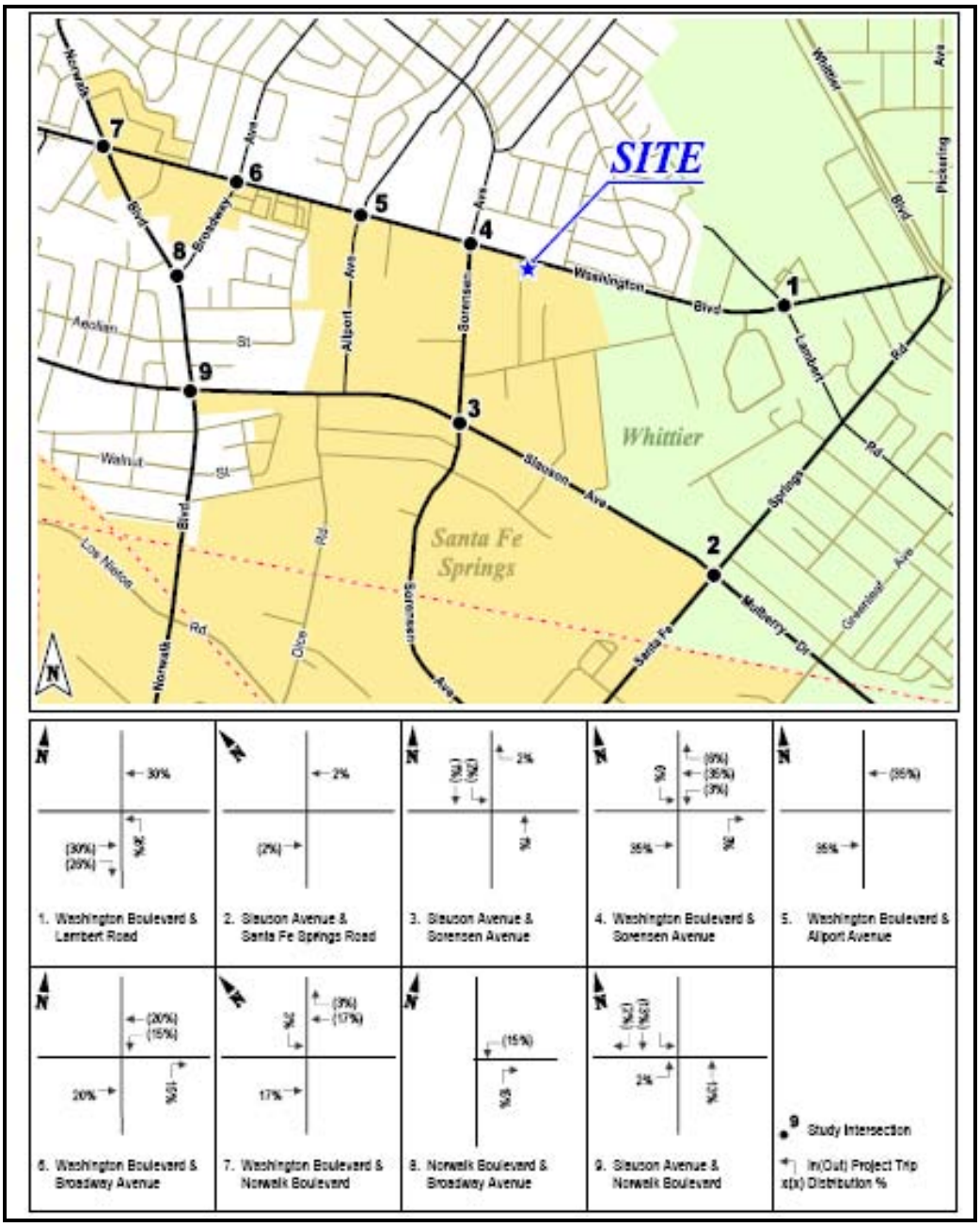

EXHIBIT 3-15
PROJECT TRIP DISTRIBUTION – WEEKDAY AM/PM PEAK HOURS (PASSENGER VEHICLES)
SOURCE: MINAGAR & ASSOCIATES, INC.

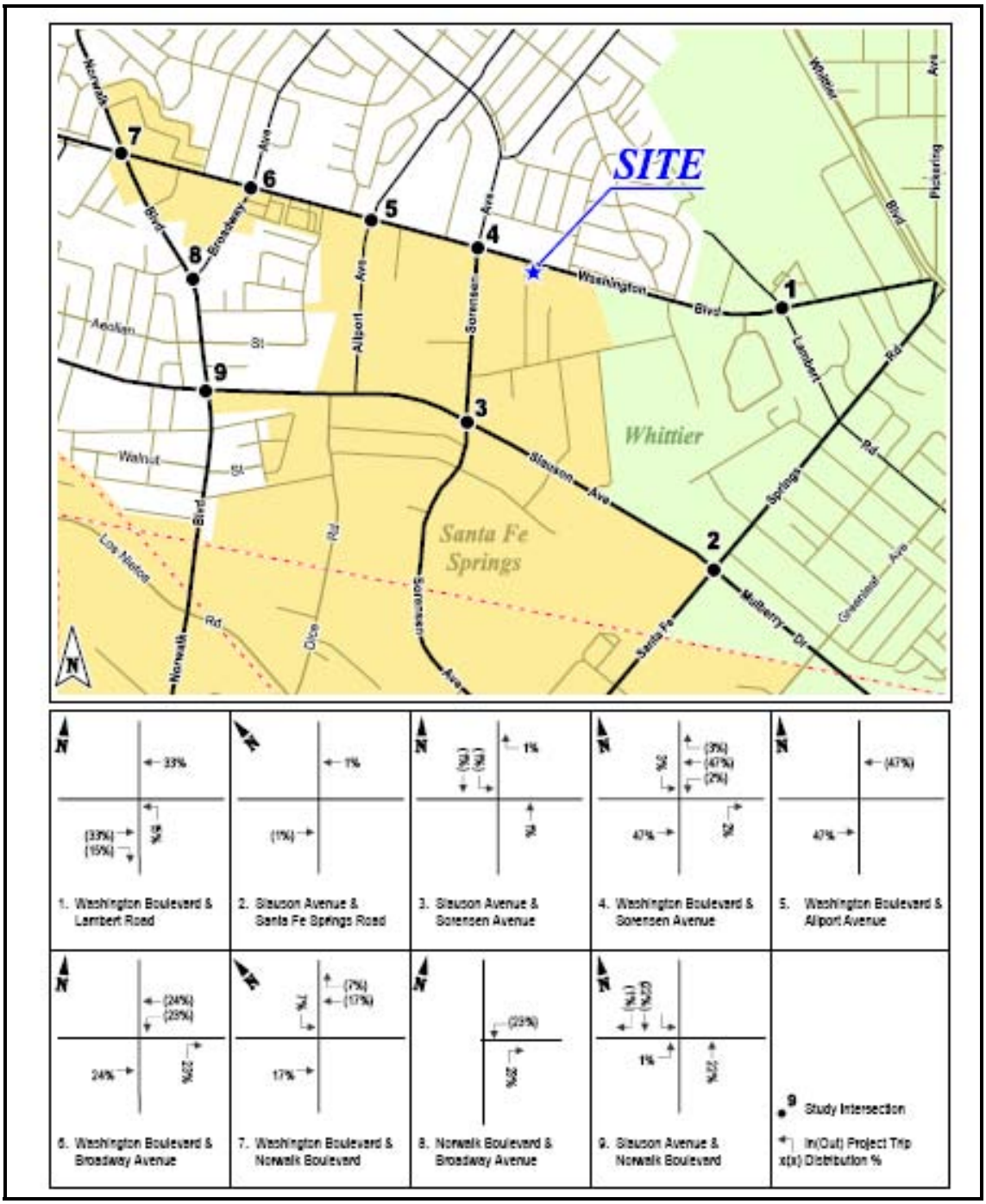

EXHIBIT 3-16
PROJECT TRIP DISTRIBUTION – WEEKDAY AM/PM PEAK HOURS (TRUCKS)
SOURCE: MINAGAR & ASSOCIATES, INC.

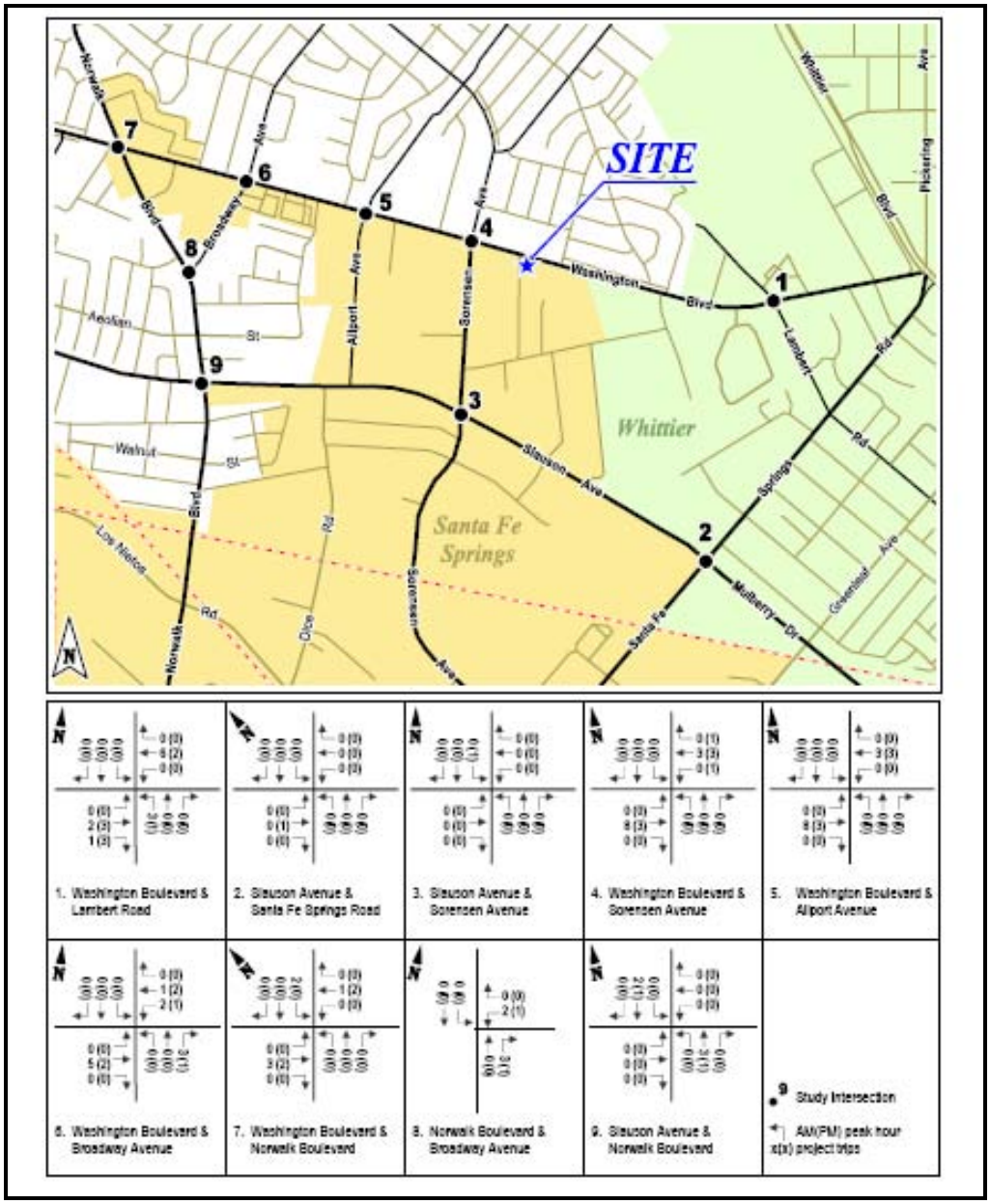

EXHIBIT 3-17
PROJECT TRIP ASSIGNMENT, WEEKDAY AM/PM PEAK HOUR – PASSENGER VEHICLES & TRUCKS (PCE)
SOURCE: MINAGAR & ASSOCIATES, INC.

The Opening Year 2016 Plus Project analysis scenario represents the added AM and PM peak hour project traffic to the future roadway and traffic conditions. As shown in Table 3-15 below, based on the level of service analysis, all nine study intersections will continue to operate at their pre-project LOS in the AM and PM peak hours during the typical weekdays. The intersection of Washington Boulevard at Allport Avenue will continue operating at LOS A and LOS C during the AM and PM peak hours, respectively, while the remaining eight signalized intersections will continue to operate under LOS F during the AM and PM weekday peak hours.[97]

Table 3-15
Intersection Level of Service – Opening Year (2016) Conditions With Project

Location				LOS Analysis		
No.	Intersection		Control	Peak Hour	Opening Year 2016 With Project	
					V/C	LOS
1		Washington Boulevard at Lambert Road / Dan Adams Way	Signal	AM	1.012	**F**
				PM	1.408	**F**
2		Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	Signal	AM	1.525	**F**
				PM	1.439	**F**
3		Slauson Avenue at Sorensen Avenue	Signal	AM	1.557	**F**
				PM	1.524	**F**
4		Washington Boulevard at Sorenson Avenue	Signal	AM	1.384	**F**
				PM	1.810	**F**
5		Washington Boulevard at Allport Avenue / Ridgeview Lane	Two-Way Stop Control	AM	4.8 s/v	A
				PM	13.2 s/v	B
6		Washington Boulevard at Broadway Avenue	Signal	AM	1.789	**F**
				PM	2.551	**F**
7		Washington Boulevard at Norwalk Boulevard	Signal	AM	1.757	**F**
				PM	1.872	**F**
8		Norwalk Boulevard at Broadway Avenue	Signal	AM	1.123	**F**
				PM	1.426	**F**
9		Slauson Avenue at Norwalk Boulevard	Signal	AM	1.575	**F**
				PM	1.968	**F**

A comparison of "Pre-Project" and "With Project" traffic conditions was performed to assess the significance level of potential traffic impacts due to the project on the surrounding study area intersections. Using the significance thresholds established by the City of Santa Fe Springs, the Opening Year 2016 volume-to-capacity ratios and LOS were compared without and with the project conditions. The findings of this evaluation revealed that although most of the study intersections would continue to operate at deficient levels of service (LOS “E” or worse) during the peak hours of the day, none of the

[97] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

intersections would be significantly impacted by the addition of project trips from the Xebec Warehouse site.[98]

Table 3-16 summarizes the changes in ICU (Control Delay for the unsignalized intersection) and LOS at each study location, indicating that potential significant traffic impacts are not expected. At a minimum, the relative increase in intersection V/C ratios due to the anticipated addition of project trips was +0.000 (no change) during one or both peak hours at four of the intersection. At most, the relative change in V/C ratios was +0.003 (0.30%) during the AM peak hour at Washington Boulevard and Broadway Avenue.

Table 3-16
Comparison of Intersection LOS and Project Impact Significance

No.	Intersection	Peak Hour	Opening Year 2016					
			Without Project		With Project		Change	Significant Impact?
			V/C or Delay	LOS	V/C or Delay	LOS		
1.	Washington Boulevard at Lambert Road / Dan Adams Way	AM	1.010	**F**	1.012	**F**	+0.002	No
		PM	1.406	**F**	1.408	**F**	+0.002	No
2.	Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	AM	1.525	**F**	1.525	**F**	+0.000	No
		PM	1.438	**F**	1.439	**F**	+0.001	No
3.	Slauson Avenue at Sorensen Avenue	AM	1.557	**F**	1.557	**F**	+0.000	No
		PM	1.523	**F**	1.524	**F**	+0.001	No
4.	Washington Boulevard at Sorenson Avenue	AM	1.383	**F**	1.384	**F**	+0.001	No
		PM	1.809	**F**	1.810	**F**	+0.001	No
5.	Washington Boulevard at Allport Avenue / Ridgeview Lane	AM	4.1 s/v	A	4.8 s/v	A	+0.7 s/v	No
		PM	13.0 s/v	B	13.2 s/v	B	+0.2 s/v	No
6.	Washington Boulevard at Broadway Avenue	AM	1.786	**F**	1.789	**F**	+0.003	No
		PM	2.549	**F**	2.551	**F**	+0.002	No
7.	Washington Boulevard at Norwalk Boulevard	AM	1.757	**F**	1.757	**F**	+0.000	No
		PM	1.872	**F**	1.872	**F**	+0.000	No
8.	Norwalk Boulevard at Broadway Avenue	AM	1.122	**F**	1.123	**F**	+0.001	No
		PM	1.426	**F**	1.426	**F**	+0.000	No
9.	Slauson Avenue at Norwalk Boulevard	AM	1.574	**F**	1.575	**F**	+0.001	No
		PM	1.967	**F**	1.968	**F**	+0.001	No

Source: Minagar & Associates, Inc.

[98] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

Analysis of the Project Opening Year 2016 Without and With Project. Evaluation of this scenario and the anticipated traffic conditions revealed that while the intersection volume-to-capacity ratios and delays are expected to increase slightly, none of the study intersections would be significantly impacted by project traffic during the AM and PM peak hours. It is therefore concluded that the proposed project satisfies the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Santa Fe Springs' General Plan.[99]

All proposed projects are required to address anticipated project-related traffic impacts, whether generated independently or cumulatively with other nearby major project through the development of mitigation measures. Due to the lack of such anticipated impacts, no mitigation measures would be required for this project. As a result, the impacts are anticipated to be less than significant.[100]

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? ● No 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.

The CMP requires that intersections which are designated as under official monitoring by the Program be analyzed using CMP criteria, should the proposed project generate 50 or more peak hour trips on the subject intersection. The nearest CMP-monitored intersections to the project site are located on Whittier Boulevard at Norwalk Boulevard (~1.3 miles from the nearest study intersection), and at Painter Avenue (~0.92 miles from the nearest study intersection). Since the identified CMP arterial intersections are located significantly outside of the influence area of the project, a CMP analysis is therefore not required for this traffic impact study. As a result, no significant adverse impacts related to regional transportation plans are anticipated.

[99] Minagar & Associates, Inc. *Traffic Impact Study for Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way City of Santa Fe Springs, CA.* January 27, 2015.

[100] Ibid.

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. According to the traffic study, the proposed project will not significantly increase traffic to levels that would warrant mitigation. As a result, no significant adverse 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)? ● No Impact.

Vehicular access to the proposed project and new surface parking lot would be provided from a set of curb cuts along Washington Boulevard. No sidewalks are proposed, and no parking would be permitted on both sides of the new private street. The existing public streets would remain unchanged. As a result no impacts are anticipated.

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 significant adverse 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. As a result, no mitigation measures are required.

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.[101] The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3½ 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.[102]

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. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-17, the future development is projected to generate 6,658 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

Table 3-17
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Warehouse	58,396 square feet	0.11 gals/sq/ft	6,658 gals/day
Total Consumption			6,658 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 in the previously, the proposed project will generate approximately 6,658 gallons of wastewater a day. The future wastewater generation will be within the treatment capacity of the Los 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 and no impacts are anticipated to occur.

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

[102] Ibid.

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. 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.

Table 3-18 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 8,322 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

Table 3-18
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	58,396 square feet	0.14 gals/sq/ft	8,322 gals/day
Total Consumption			8,322 gals/day

Source: Blodgett/Baylosis Environmental Planning. 2015.

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. The proposed project will consume approximately 8,322 gallons of water per day. In addition, the proposed project is anticipated to produce 6,658 gallons of

effluent and 352 pounds of solid waste daily. 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 on October, 2013, and closure activities at the site will take 12 to 18 months to complete. At the other closed landfills which include 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 street 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, no significant adverse impacts on solid waste generation are anticipated. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-19, the future daily solid waste generation is projected to be 352 pounds per day. As a result, the impacts are expected to be less than significant since the existing landfills will be able to accommodate the projected increase.

Table 3-19
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	58,396 square feet	6 lbs/unit	352 lbs/day
Total Generation			352 lbs/day

The utility calculations are included in Appendix B.
Source: Blodgett/Baylosis Associates. 2014.

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 significant adverse 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 significant adverse 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.

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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

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

5.2 REFERENCES

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS
APPENDIX B – NOISE WORKSHEETS
APPENDIX C – TRAFFIC IMPACT STUDY
APPENDIX D – UTILITIES CALCULATIONS

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Santa Fe Springs Xebec

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	58.61	1000sqft	1.35	58,610.00	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)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction times discussed in MND

Architectural Coating - Per new SCAQMD protocals.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	100.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	123.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	8.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	12.00
tblConstructionPhase	PhaseEndDate	10/30/2015	10/31/2015
tblGrading	AcresOfGrading	3.00	1.50
tblGrading	AcresOfGrading	6.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	26.3034	29.7584	23.0506	0.0278	5.4471	1.8666	6.9151	2.9297	1.7483	4.2802	0.0000	2,674.3447	2,674.3447	0.6452	0.0000	2,687.8933
Total	**26.3034**	**29.7584**	**23.0506**	**0.0278**	**5.4471**	**1.8666**	**6.9151**	**2.9297**	**1.7483**	**4.2802**	**0.0000**	**2,674.3447**	**2,674.3447**	**0.6452**	**0.0000**	**2,687.8933**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2015	26.3034	29.7584	23.0506	0.0278	5.4471	1.8666	6.9151	2.9297	1.7483	4.2802	0.0000	2,674.3447	2,674.3447	0.6452	0.0000	2,687.8933
Total	**26.3034**	**29.7584**	**23.0506**	**0.0278**	**5.4471**	**1.8666**	**6.9151**	**2.9297**	**1.7483**	**4.2802**	**0.0000**	**2,674.3447**	**2,674.3447**	**0.6452**	**0.0000**	**2,687.8933**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5332	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136
Energy	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064
Mobile	1.7841	5.8614	23.7446	0.0581	3.8405	0.0881	3.9286	1.0269	0.0810	1.1078		5,118.0503	5,118.0503	0.2091		5,122.4417
Total	**3.3499**	**6.1576**	**23.9995**	**0.0599**	**3.8405**	**0.1106**	**3.9511**	**1.0269**	**0.1035**	**1.1304**		**5,473.4070**	**5,473.4070**	**0.2160**	**6.5100e-003**	**5,479.9616**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.5332	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136
Energy	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064
Mobile	1.7841	5.8614	23.7446	0.0581	3.8405	0.0881	3.9286	1.0269	0.0810	1.1078		5,118.0503	5,118.0503	0.2091		5,122.4417
Total	**3.3499**	**6.1576**	**23.9995**	**0.0599**	**3.8405**	**0.1106**	**3.9511**	**1.0269**	**0.1035**	**1.1304**		**5,473.4070**	**5,473.4070**	**0.2160**	**6.5100e-003**	**5,479.9616**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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

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	3/2/2015	3/13/2015	5	10	
2	Site Preparation	Site Preparation	3/14/2015	3/31/2015	5	12	
3	Grading	Grading	4/1/2015	4/10/2015	5	8	
4	Building Construction	Building Construction	4/11/2015	9/30/2015	5	123	
5	Paving	Paving	10/1/2015	10/31/2015	5	22	
6	Architectural Coating	Architectural Coating	11/1/2015	11/30/2015	5	21	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 87,915; Non-Residential Outdoor: 29,305 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

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	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469		2,509.0599	2,509.0599	0.6357		2,522.4104
Total	**3.0666**	**29.6778**	**22.0566**	**0.0245**		**1.8651**	**1.8651**		**1.7469**	**1.7469**		**2,509.0599**	**2,509.0599**	**0.6357**		**2,522.4104**

3.2 Demolition - 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	NBio- 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	0.0641	0.0806	0.9940	1.8900e-003	0.1453	1.4500e-003	0.1468	0.0385	1.3300e-003	0.0399		165.2848	165.2848	9.4300e-003		165.4829
Total	**0.0641**	**0.0806**	**0.9940**	**1.8900e-003**	**0.1453**	**1.4500e-003**	**0.1468**	**0.0385**	**1.3300e-003**	**0.0399**		**165.2848**	**165.2848**	**9.4300e-003**		**165.4829**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0666	29.6778	22.0566	0.0245		1.8651	1.8651		1.7469	1.7469	0.0000	2,509.0599	2,509.0599	0.6357		2,522.4104
Total	**3.0666**	**29.6778**	**22.0566**	**0.0245**		**1.8651**	**1.8651**		**1.7469**	**1.7469**	**0.0000**	**2,509.0599**	**2,509.0599**	**0.6357**		**2,522.4104**

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	NBio- 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	0.0641	0.0806	0.9940	1.8900e-003	0.1453	1.4500e-003	0.1468	0.0385	1.3300e-003	0.0399		165.2848	165.2848	9.4300e-003		165.4829
Total	**0.0641**	**0.0806**	**0.9940**	**1.8900e-003**	**0.1453**	**1.4500e-003**	**0.1468**	**0.0385**	**1.3300e-003**	**0.0399**		**165.2848**	**165.2848**	**9.4300e-003**		**165.4829**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3577	0.0000	5.3577	2.9060	0.0000	2.9060			0.0000			0.0000
Off-Road	2.5362	26.8886	17.0107	0.0171		1.4671	1.4671		1.3497	1.3497		1,801.7440	1,801.7440	0.5379		1,813.0398
Total	**2.5362**	**26.8886**	**17.0107**	**0.0171**	**5.3577**	**1.4671**	**6.8248**	**2.9060**	**1.3497**	**4.2557**		**1,801.7440**	**1,801.7440**	**0.5379**		**1,813.0398**

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	NBio- 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	0.0395	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.0395**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3577	0.0000	5.3577	2.9060	0.0000	2.9060			0.0000			0.0000
Off-Road	2.5362	26.8886	17.0107	0.0171		1.4671	1.4671		1.3497	1.3497	0.0000	1,801.7440	1,801.7440	0.5379		1,813.0398
Total	**2.5362**	**26.8886**	**17.0107**	**0.0171**	**5.3577**	**1.4671**	**6.8248**	**2.9060**	**1.3497**	**4.2557**	**0.0000**	**1,801.7440**	**1,801.7440**	**0.5379**		**1,813.0398**

3.3 Site Preparation - 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	NBio- 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	0.0395	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.0395**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

3.4 Grading - 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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7154	0.0000	4.7154	2.5041	0.0000	2.5041			0.0000			0.0000
Off-Road	2.0666	21.9443	14.0902	0.0141		1.1968	1.1968		1.1011	1.1011		1,479.8000	1,479.8000	0.4418		1,489.0774
Total	**2.0666**	**21.9443**	**14.0902**	**0.0141**	**4.7154**	**1.1968**	**5.9122**	**2.5041**	**1.1011**	**3.6052**		**1,479.8000**	**1,479.8000**	**0.4418**		**1,489.0774**

3.4 Grading - 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	NBio- 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	0.0395	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.0395**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7154	0.0000	4.7154	2.5041	0.0000	2.5041			0.0000			0.0000
Off-Road	2.0666	21.9443	14.0902	0.0141		1.1968	1.1968		1.1011	1.1011	0.0000	1,479.8000	1,479.8000	0.4418		1,489.0774
Total	**2.0666**	**21.9443**	**14.0902**	**0.0141**	**4.7154**	**1.1968**	**5.9122**	**2.5041**	**1.1011**	**3.6052**	**0.0000**	**1,479.8000**	**1,479.8000**	**0.4418**		**1,489.0774**

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	NBio- 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	0.0395	0.0496	0.6117	1.1600e-003	0.0894	8.9000e-004	0.0903	0.0237	8.2000e-004	0.0245		101.7137	101.7137	5.8000e-003		101.8356
Total	**0.0395**	**0.0496**	**0.6117**	**1.1600e-003**	**0.0894**	**8.9000e-004**	**0.0903**	**0.0237**	**8.2000e-004**	**0.0245**		**101.7137**	**101.7137**	**5.8000e-003**		**101.8356**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6000	21.5642	15.0041	0.0220		1.4851	1.4851		1.4344	1.4344		2,055.6247	2,055.6247	0.4741		2,065.5812
Total	**3.6000**	**21.5642**	**15.0041**	**0.0220**		**1.4851**	**1.4851**		**1.4344**	**1.4344**		**2,055.6247**	**2,055.6247**	**0.4741**		**2,065.5812**

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	NBio- 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	0.0958	0.9888	1.1103	2.2000e-003	0.0623	0.0166	0.0789	0.0177	0.0152	0.0330		222.6188	222.6188	1.7900e-003		222.6563
Worker	0.1233	0.1550	1.9115	3.6400e-003	0.2794	2.7900e-003	0.2822	0.0741	2.5600e-003	0.0767		317.8554	317.8554	0.0181		318.2363
Total	**0.2190**	**1.1438**	**3.0218**	**5.8400e-003**	**0.3418**	**0.0194**	**0.3611**	**0.0918**	**0.0178**	**0.1096**		**540.4741**	**540.4741**	**0.0199**		**540.8926**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.6000	21.5642	15.0041	0.0220		1.4851	1.4851		1.4344	1.4344	0.0000	2,055.6247	2,055.6247	0.4741		2,065.5812
Total	**3.6000**	**21.5642**	**15.0041**	**0.0220**		**1.4851**	**1.4851**		**1.4344**	**1.4344**	**0.0000**	**2,055.6247**	**2,055.6247**	**0.4741**		**2,065.5812**

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	NBio- 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	0.0958	0.9888	1.1103	2.2000e-003	0.0623	0.0166	0.0789	0.0177	0.0152	0.0330		222.6188	222.6188	1.7900e-003		222.6563
Worker	0.1233	0.1550	1.9115	3.6400e-003	0.2794	2.7900e-003	0.2822	0.0741	2.5600e-003	0.0767		317.8554	317.8554	0.0181		318.2363
Total	**0.2190**	**1.1438**	**3.0218**	**5.8400e-003**	**0.3418**	**0.0194**	**0.3611**	**0.0918**	**0.0178**	**0.1096**		**540.4741**	**540.4741**	**0.0199**		**540.8926**

3.6 Paving - 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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4041	14.5959	9.1695	0.0133		0.8919	0.8919		0.8215	0.8215		1,382.4703	1,382.4703	0.4054		1,390.9626
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4041**	**14.5959**	**9.1695**	**0.0133**		**0.8919**	**0.8919**		**0.8215**	**0.8215**		**1,382.4703**	**1,382.4703**	**0.4054**		**1,390.9626**

3.6 Paving - 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	NBio- 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	0.0641	0.0806	0.9940	1.8900e-003	0.1453	1.4500e-003	0.1468	0.0385	1.3300e-003	0.0399		165.2848	165.2848	9.4300e-003		165.4829
Total	**0.0641**	**0.0806**	**0.9940**	**1.8900e-003**	**0.1453**	**1.4500e-003**	**0.1468**	**0.0385**	**1.3300e-003**	**0.0399**		**165.2848**	**165.2848**	**9.4300e-003**		**165.4829**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4041	14.5959	9.1695	0.0133		0.8919	0.8919		0.8215	0.8215	0.0000	1,382.4703	1,382.4703	0.4054		1,390.9626
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4041**	**14.5959**	**9.1695**	**0.0133**		**0.8919**	**0.8919**		**0.8215**	**0.8215**	**0.0000**	**1,382.4703**	**1,382.4703**	**0.4054**		**1,390.9626**

3.6 Paving - 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	NBio- 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	0.0641	0.0806	0.9940	1.8900e-003	0.1453	1.4500e-003	0.1468	0.0385	1.3300e-003	0.0399		165.2848	165.2848	9.4300e-003		165.4829
Total	**0.0641**	**0.0806**	**0.9940**	**1.8900e-003**	**0.1453**	**1.4500e-003**	**0.1468**	**0.0385**	**1.3300e-003**	**0.0399**		**165.2848**	**165.2848**	**9.4300e-003**		**165.4829**

3.7 Architectural Coating - 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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209		281.4481	281.4481	0.0367		282.2177
Total	**26.2787**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**		**281.4481**	**281.4481**	**0.0367**		**282.2177**

3.7 Architectural Coating - 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	NBio- 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	0.0247	0.0310	0.3823	7.3000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		63.5711	63.5711	3.6300e-003		63.6473
Total	**0.0247**	**0.0310**	**0.3823**	**7.3000e-004**	**0.0559**	**5.6000e-004**	**0.0565**	**0.0148**	**5.1000e-004**	**0.0153**		**63.5711**	**63.5711**	**3.6300e-003**		**63.6473**

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	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	25.6721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4066	2.5703	1.9018	2.9700e-003		0.2209	0.2209		0.2209	0.2209	0.0000	281.4481	281.4481	0.0367		282.2177
Total	**26.2787**	**2.5703**	**1.9018**	**2.9700e-003**		**0.2209**	**0.2209**		**0.2209**	**0.2209**	**0.0000**	**281.4481**	**281.4481**	**0.0367**		**282.2177**

3.7 Architectural Coating - 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	NBio- 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	0.0247	0.0310	0.3823	7.3000e-004	0.0559	5.6000e-004	0.0565	0.0148	5.1000e-004	0.0153		63.5711	63.5711	3.6300e-003		63.6473
Total	**0.0247**	**0.0310**	**0.3823**	**7.3000e-004**	**0.0559**	**5.6000e-004**	**0.0565**	**0.0148**	**5.1000e-004**	**0.0153**		**63.5711**	**63.5711**	**3.6300e-003**		**63.6473**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.7841	5.8614	23.7446	0.0581	3.8405	0.0881	3.9286	1.0269	0.0810	1.1078		5,118.0503	5,118.0503	0.2091		5,122.4417
Unmitigated	1.7841	5.8614	23.7446	0.0581	3.8405	0.0881	3.9286	1.0269	0.0810	1.1078		5,118.0503	5,118.0503	0.2091		5,122.4417

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	408.51	77.37	39.85	1,366,300	1,366,300
Total	408.51	77.37	39.85	1,366,300	1,366,300

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	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	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064
NaturalGas Unmitigated	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	3020.42	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064
Total		**0.0326**	**0.2961**	**0.2487**	**1.7800e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**355.3438**	**355.3438**	**6.8100e-003**	**6.5100e-003**	**357.5064**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	3.02042	0.0326	0.2961	0.2487	1.7800e-003		0.0225	0.0225		0.0225	0.0225		355.3438	355.3438	6.8100e-003	6.5100e-003	357.5064
Total		**0.0326**	**0.2961**	**0.2487**	**1.7800e-003**		**0.0225**	**0.0225**		**0.0225**	**0.0225**		**355.3438**	**355.3438**	**6.8100e-003**	**6.5100e-003**	**357.5064**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5332	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136
Unmitigated	1.5332	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1605					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136
Total	**1.5332**	**6.0000e-005**	**6.1400e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**4.0000e-005**		**0.0136**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3721					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1605					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-004	6.0000e-005	6.1400e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0128	0.0128	4.0000e-005		0.0136
Total	**1.5332**	**6.0000e-005**	**6.1400e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**		**0.0128**	**0.0128**	**4.0000e-005**		**0.0136**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

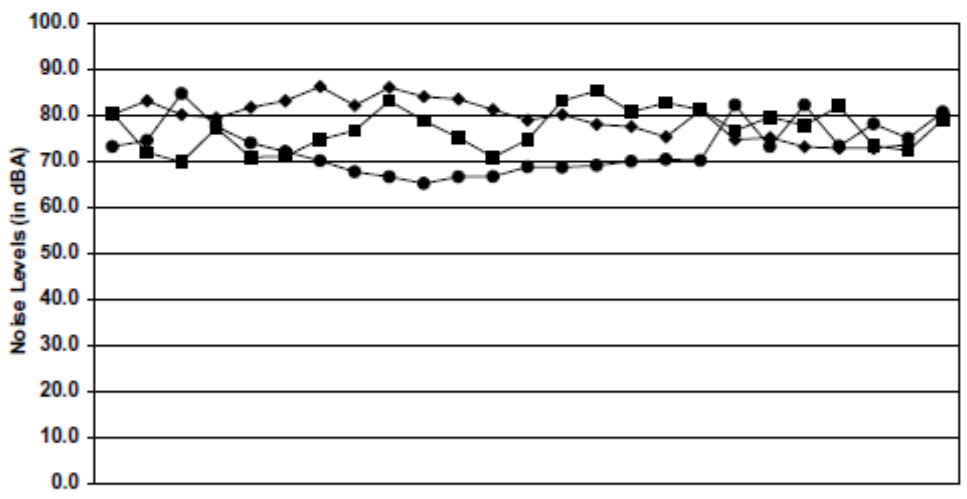
8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
78.2	80.1	80.3	73.1	L_{99}	82.9	86.1	85.2	84.6
75.2	83.0	71.8	74.4		81.3	85.9	83.0	82.1
76.7	80.0	69.7	84.6	L_{90}	81.0	83.9	83.0	82.1
78.3	79.3	77.1	77.5		79.9	83.4	82.6	80.6
75.9	81.6	70.8	73.9		79.9	83.0	81.8	78.0
82.9	83.0	71.0	72.0		79.0	83.0	81.1	77.5
77.0	86.1	74.6	70.0		78.3	82.0	80.6	74.9
79.9	82.0	76.6	67.6		78.2	81.6	80.3	74.4
76.0	85.9	83.0	66.5		77.7	81.1	79.5	73.9
75.5	83.9	78.7	65.1		77.0	80.9	79.0	73.2
81.0	83.4	75.0	66.5		76.7	80.1	78.7	73.1
79.9	81.1	70.8	66.6	L_{50}	76.6	80.0	77.7	73.1
81.3	78.8	74.6	68.7		76.0	80.0	77.1	72.0
79.0	80.0	83.0	68.6		75.9	79.3	76.6	70.3
77.7	77.9	85.2	69.0		75.5	78.8	76.6	70.1
76.6	77.4	80.6	69.9		75.2	77.9	75.0	70.0
75.0	75.2	82.6	70.3		75.0	77.4	74.6	69.9
73.1	80.9	81.1	70.1		74.4	75.2	74.6	69.0
72.5	74.6	76.6	82.1		74.3	75.0	73.3	68.7
72.2	75.0	79.5	73.1	L_{25}	73.3	74.6	72.2	68.6
73.0	73.0	77.7	82.1		73.1	74.0	71.8	67.6
72.3	72.7	81.8	73.2		73.0	73.5	71.0	66.6
74.3	72.7	73.3	78.0	L_{10}	72.5	73.0	70.8	66.5
73.3	73.5	72.2	74.9		72.3	72.7	70.8	66.5
74.4	74.0	79.0	80.6		72.2	72.7	69.7	65.1



Noise Measurements
Washington Boulevard Frontage
Source: Blodgett/Baylosis Environmental Planning

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Traffic Impact Study

for

Xebec 58.7-KSF Warehouse Project at the SEC Corner of Washington Boulevard & Secura Way

in the

City of Santa Fe Springs, CA

PRESENTED TO:

City of Santa Fe Springs
Public Works Department
11710 Telegraph Road
Santa Fe Springs, CA 90670

PRESENTED TO:

MINAGAR & ASSOCIATES, INC.
Traffic Engineering – Transportation Planning – ITS Consultants
18662 MacArthur Blvd., Suite 435
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Irvine, CA 92612
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22 Years of Excellence

January 27, 2015

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

Executive Summary

The project applicant for 11904-20 Washington Boulevard ("Project") is planning to develop a 58,661 square foot warehousing facility on the existing vacant lot in the City of Santa Fe Springs. The Project site is located along the northerly city boundary with Los Angeles County on the south side of Washington Boulevard (east of Sorensen Avenue), at the southeast corner of Washington and Secura Way. The site is bounded by Washington Boulevard to the north, Secura Way to the west, and is surrounded by industrial uses on the remaining sides.

The Project will generate both passenger vehicle and truck traffic during the weekday morning and afternoon peak hours, including 24 PCE vehicle trips in the AM peak hour and 26 PCE vehicle trips in the PM peak hour. Only one out of the nine study intersections surrounding the project site is currently operating at a satisfactory Level of Service (i.e., LOS "D" or better during both peak hours), under the Existing Year 2015 conditions. The remaining eight intersections are operating at deficient LOS "F" during the weekday AM/PM peak hours.

Year 2016 (without project) traffic conditions were developed by increasing the Existing Year 2015 traffic baseline volumes by a factor of one percent (1%) to account for any potential related projects not currently known in the area which could be completed and opened by the Year 2016, and which could generate additional traffic through the study intersections. With this assumed traffic growth, the analysis shows that each of the study area intersections would continue to operate at their current deficient Year 2015 Levels of Service, except for the intersection of Washington Boulevard at Allport Avenue, which would maintain LOS A and B operations during the AM and PM peak hours, respectively.

Year 2016 With Project conditions include the added traffic generation expected from the Project during the AM and PM peak hours. An analysis of this scenario revealed that the additional vehicle and truck trips generated by the Project would not cause any significant traffic impacts at any of the study intersections. Intersection improvement mitigation measures are typically developed at this stage of the analysis to offset the Project's peak hour traffic impacts at significantly impacted locations. Due to the lack of such anticipated impacts, however, no mitigation measures would be required. The Project is therefore feasible and can be developed as proposed in accordance with City of Santa Fe Springs' Transportation and Circulation Element, and the transportation and traffic requirements of the California Environmental Quality Act (CEQA).

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

1.0 INTRODUCTION

1.1 Project Summary and Purpose of Traffic Study

This report summarizes the findings and recommendation of a traffic impacts analysis performed by Minagar & Associates, Inc. for the 58,661 square foot Warehousing Project in Santa Fe Springs. The study serves to identify and evaluate the potential traffic impacts associated with the development of the proposed project, and determine if feasible mitigation measures are needed to reduce any of such impacts to less-than-significant levels in order to meet the requirements of the California Environmental Quality Act (CEQA). The proposed project is located on the south side of Washington Boulevard, east of Sorensen Avenue, at the southeast corner of Washington and Secura Way. The site is bounded by Washington Boulevard to the north, Secura Way to the west, and is surrounded by industrial uses on the remaining sides.

The analysis focuses on the potential traffic impacts to the surrounding roadway network near the Project site, and the identification of mitigation measures, as appropriate, at potentially impacted locations. Traffic conditions were analyzed for nine (9) intersections in the City of Santa Fe Springs under Existing Year (2015) baseline conditions and for Opening Year (2016) conditions both without and with the Project. Eight of the study intersections are currently signalized, while one consists of a two-way stop.

Future conditions were estimated using general traffic engineering techniques, and the standard methods, assumptions and criteria established by the City of Santa Fe Springs. Future traffic volumes and project trip distribution patterns were develop based on an understanding of the existing traffic operations observed at each study intersection, and roadway machine counts collected by Minagar & Associates, Inc. in 2014. The following sub-sections highlight the key findings of the traffic impact study.

1.2 Report and Study Guidelines

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

- City of Santa Fe Springs traffic impact study guidelines
- City of Santa Fe Springs General Plan and Circulation Element
- City of Santa Fe Springs Municipal Code; and the
- County of Los Angeles Congestion Management Program (CMP)

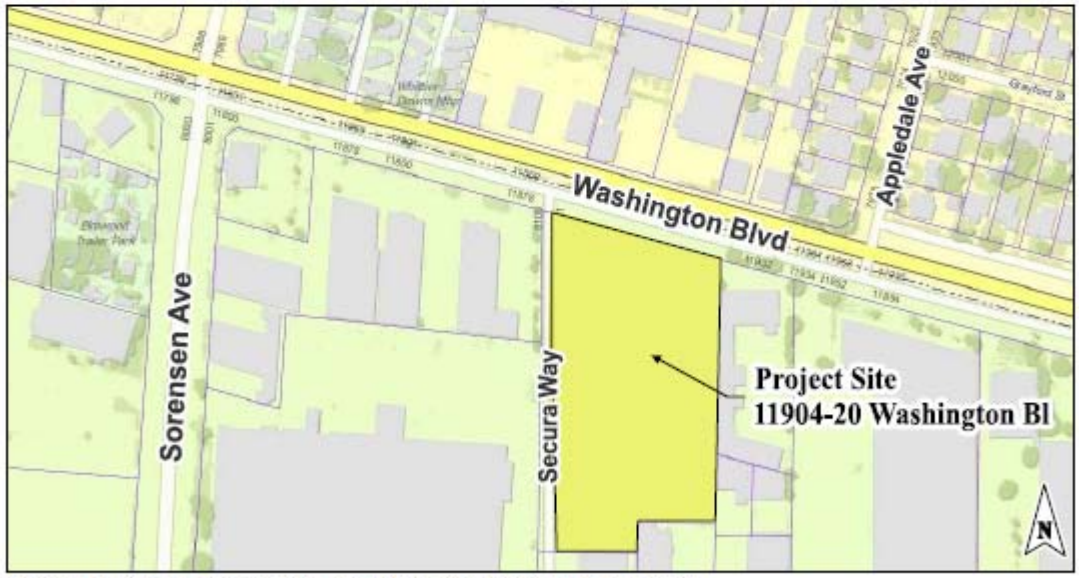
Traffic analysis and level of service (LOS) parameters, such as LOS and intersection performance metrics, significant impact thresholds, saturation flow rates for lane groups, and other factors were applied in accordance with the City's currently adopted methods for traffic studies.

1.3 Analysis Methodology

1.3.1 Study Area

Prior to conducting the traffic analysis Minagar & Associates, Inc. coordinated with City staff on the study scope and area. ***Figure 1-1*** depicts the project site, project vicinity, and the location of the study intersections with respect to the local street system.

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



Source: Los Angeles County Office of the Assessor, online database search.

Table 1-1 lists the locations of the study intersections identified by the City for this study, and the AM/PM peak traffic hour identified from the traffic counts which were used in the analysis.

Table 1-1. Study Intersections and Weekday Peak Traffic Hours

#	Location	Intersection Control	Peak Hour	
			AM Period	PM Period
1	Washington Boulevard at Lambert Road / Dan Adams Way	Signalized	7:45 - 8:45am	4:30 - 5:30pm
2	Slauson Avenue / Mulberry Drive at Santa Fe Springs Road	Signalized	7:00 - 8:00am	4:45 - 5:45pm
3	Slauson Avenue at Sorensen Avenue	Signalized	7:30 - 8:30am	4:45 - 5:45pm
4	Washington Boulevard at Sorensen Avenue	Signalized	7:30 - 8:30am	4:45 - 5:45pm
5	Washington Boulevard at Allport Avenue / Ridgeview Lane	Two-Way Stop Control	7:15 - 8:15am	4:30 - 5:30pm
6	Washington Boulevard at Broadway Avenue	Signalized	7:15 - 8:15am	4:15 - 5:15pm
7	Washington Boulevard at Norwalk Boulevard	Signalized	7:15 - 8:15am	4:15 - 5:15pm
8	Norwalk Boulevard at Broadway Avenue	Signalized	7:15 - 8:15am	4:45 - 5:45pm
9	Slauson Avenue at Norwalk Boulevard	Signalized	7:00 - 8:00am	4:30 - 5:30pm

1.3.2 Traffic Data Collection

Minagar & Associates, Inc. field staff collected intersection turning movement traffic volume counts at each of the nine study locations. Traffic counts were conducted during the morning and afternoon peak periods (7:00-9:00am, 4:00-6:00pm) during typical non-holiday weekdays in January 2015. Traffic count sheets are provided in ***Appendix A***.

1.3.3 Analysis Scenarios

The following evaluation scenarios were considered in the traffic analysis:

- Existing Year 2015.
- Opening Year 2015, Without Project
- Opening Year 2016, With Project
- Opening Year + Project, With Mitigation (if necessary)

1.3.4 Level of Service (LOS) Criteria

The analysis methodology used in the TIS is based on the City of Santa Fe Springs' traffic study criteria, which is derived from the requirements and procedures established in the Los Angeles County Metropolitan Transportation Authority's Congestion Management Program (CMP). Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. Both the City of Santa Fe Springs and the County of Los Angeles CMP recognize LOS "D" as the minimum satisfactory Level of Service during peak hour conditions.

Table 1-2
City of Santa Fe Springs Intersection Level of Service (LOS) Criteria

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

Source: "LOS for Arterial Intersections," L.A. County Congestion Management Program, 2010.

To determine the above peak-hour intersection LOS values for each intersection, the intersection capacity utilization (ICU) methodology was used. ICU methodology calculates the efficiency of an intersection to handle certain traffic conditions by summing the V/C of critical east/west and north/south conflicting movement combinations, which are determined from the volume and direction of entering traffic, and the

capacity and configuration of the approach lanes serving this traffic. The resulting ICU is expressed in terms of the overall volume-to-capacity of the intersection, and adapted to a simplistic grading scale in terms of level of service (LOS), where LOS "A" represents free-flow activity and LOS "F" represents overcapacity operation.

For the two-way stop controlled (unsignalized) intersection at Washington Boulevard and Allport Avenue, the Highway Capacity Manual (HCM-2010) methods were used to evaluate peak hour vehicle delays, in seconds per vehicle (s/v). The HCM-2010 LOS criteria for unsignalized intersections are defined on a similar type of grading scale, as follows: LOS A ≤10 s/v; LOS B >10-15 s/v, LOS C >15-25 s/v, LOS D >25-35 s/v, LOS E >35-50 s/v, and LOS F >50 s/v.

1.3.5 Significant Impact Criteria

The impact significance criteria for intersections are based a sliding scale, as shown in ***Table 1-3*** below, which signifies the need for project mitigation where the anticipated project trips would trigger an increase in the V/C ratio of a study intersection by an amount equal to or greater than the values shown in the table.

Table 1-3
City of Santa Fe Springs Traffic Impact Significance Thresholds

Signalized Intersections		
Pre-Project V/C (Level of Service)		**Project-Related increase in V/C**
>0.70 to 0.80	(C)	+0.04 or more
>0.80 to 0.90	(D)	+0.02 or more
> 0.90	(E to F)	+0.01 or more
Unsignalized Intersections		
Pre-Project Level of Service		**Project-Related increase in Average Total Delay**
C or better		5 seconds/vehicle or more
D		4 seconds/vehicle or more
E or F		3 seconds/vehicle or more

2.0 EXISTING CONDITIONS

This section describes existing conditions regarding land use, existing roadway network, site access and parking, transit and pedestrian facilities, and the "Existing Year (2015)" intersection levels of service.

2.1 Local Setting and General Plan Context

As shown in ***Figure 2-1***, the project site is located within an existing industrial zone (M1 - Light Manufacturing) in the northerly part of the City. As with the predominance of land use in the City of Santa Fe Springs, the surrounding properties are also industrial in nature, with a few commercial strips to the west on Washington Boulevard west of Allport Avenue. The existing site is currently vacant.

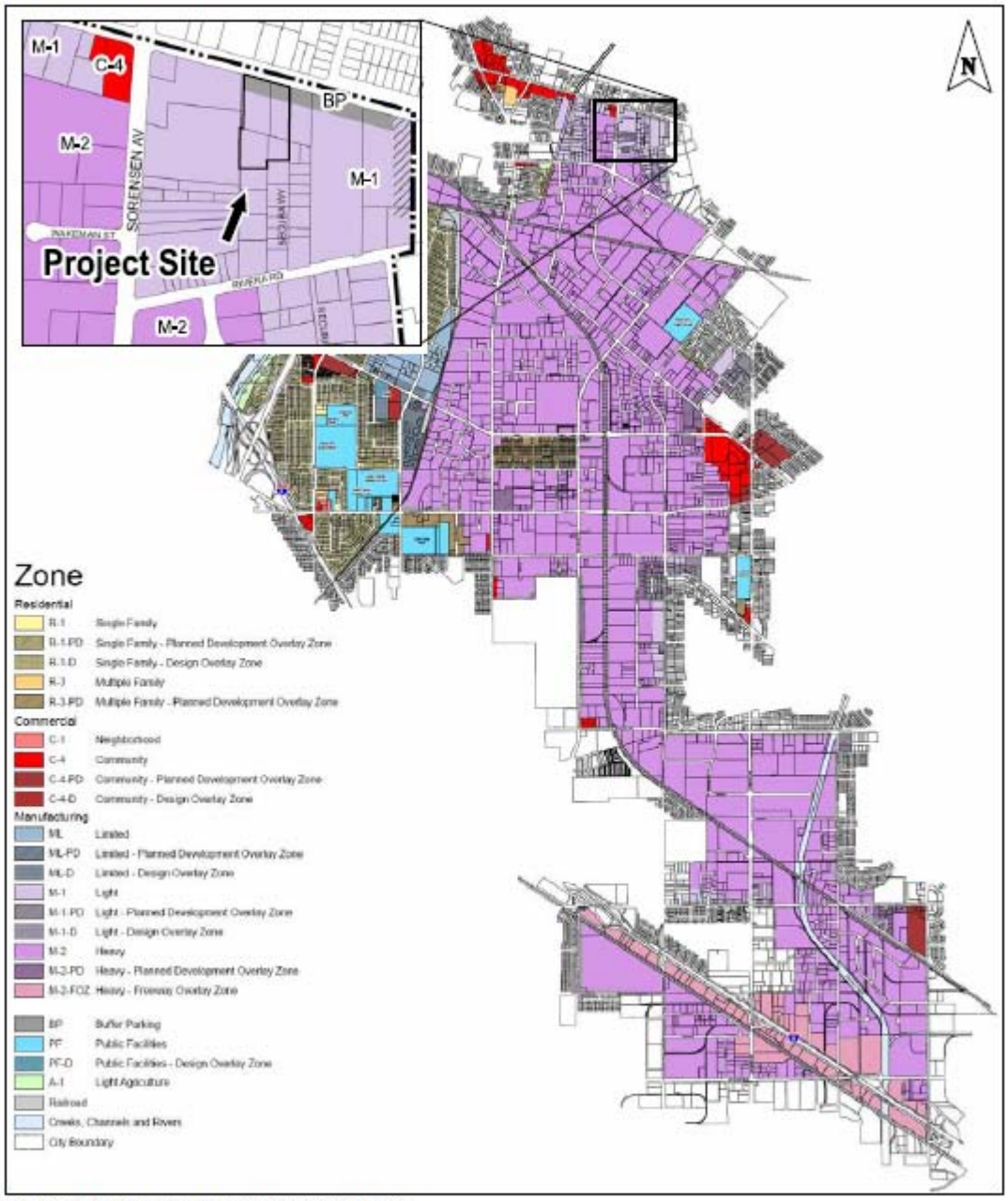
2.2 Existing Intersection Conditions and LOS

Existing Year 2015 weekday peak hour intersection Levels of Service (LOS) were determined by developing a traffic model based on the prevailing lane configurations, intersection traffic signal and signage controls, and AM/PM peak hour traffic volumes observed and document from the field. The overall intersection volume-to-capacity (v/c) and LOS were determined using the ICU analysis module in Synchro-8.0, a traffic modeling, analysis and microsimulation computer program commonly used in regulatory traffic impact studies. Detailed LOS calculation worksheets are provided in ***Appendix B***.

Figure 2-2 shows the locations of each study intersection with respect to the project site and study area, including the existing traffic controls and lane geometrics. Existing peak-hour traffic volumes at each intersection approach are shown on ***Figure 2-3***.

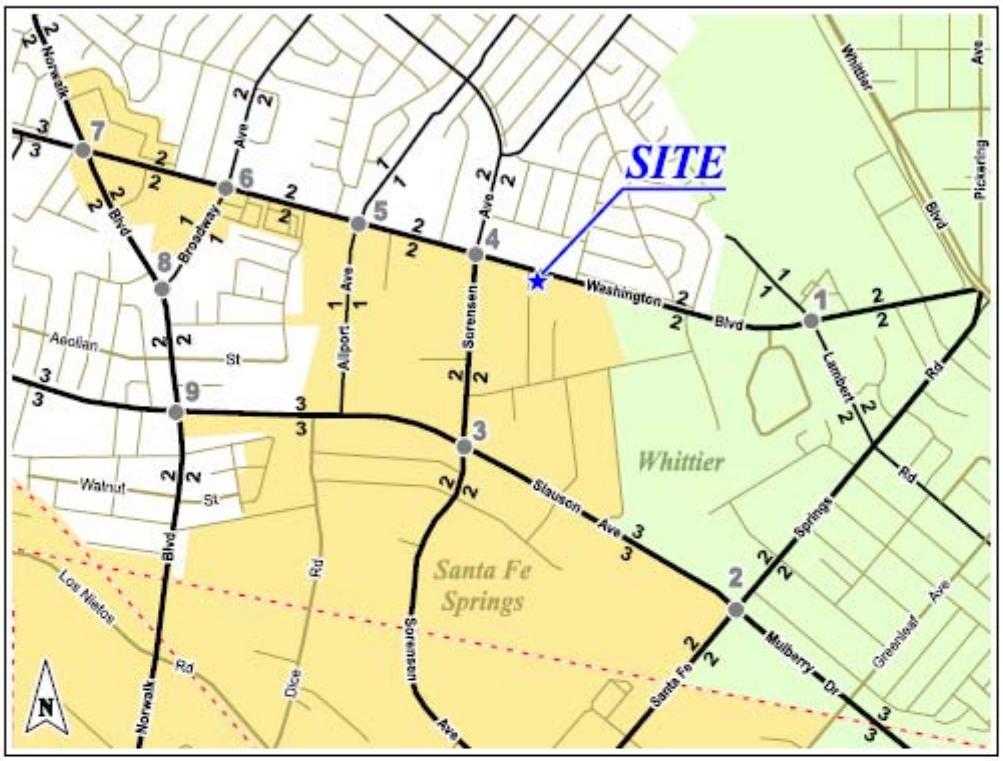
Table 2-1 below summarizes the results of the Existing Year 2015 intersection LOS analysis, completed using the methodologies described in Section 1.3.4. As shown Table 2-1, only the unsignalized intersection at Washington Boulevard at Allport Avenue is operating at acceptable Levels of Service (LOS "D" or better) under the existing (Year 2015) conditions during the weekday AM and PM peak hours. The remaining eight study intersections are currently operating at deficient LOS E or F during the weekday peak hours.

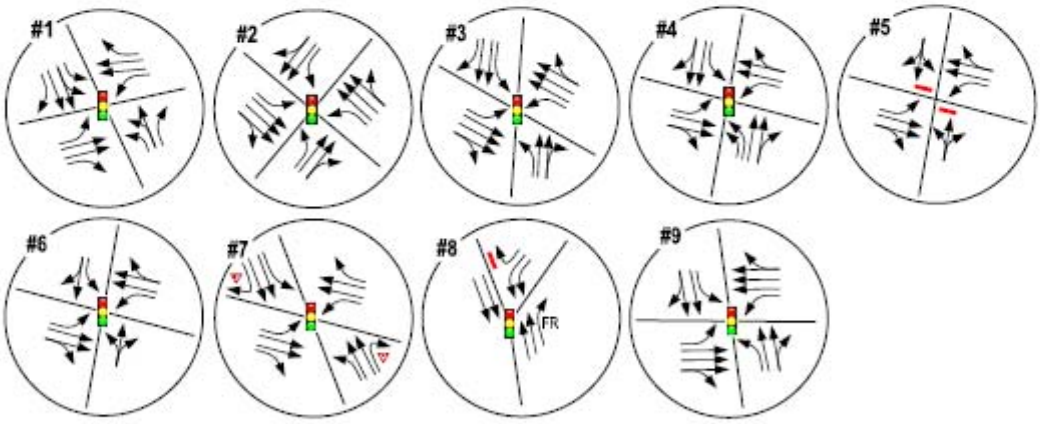
Figure 2-1. Existing Land Use



Source: City of Santa Fe Springs General Plan

Figure 2-2. Existing Intersection Lane Configurations and Controls



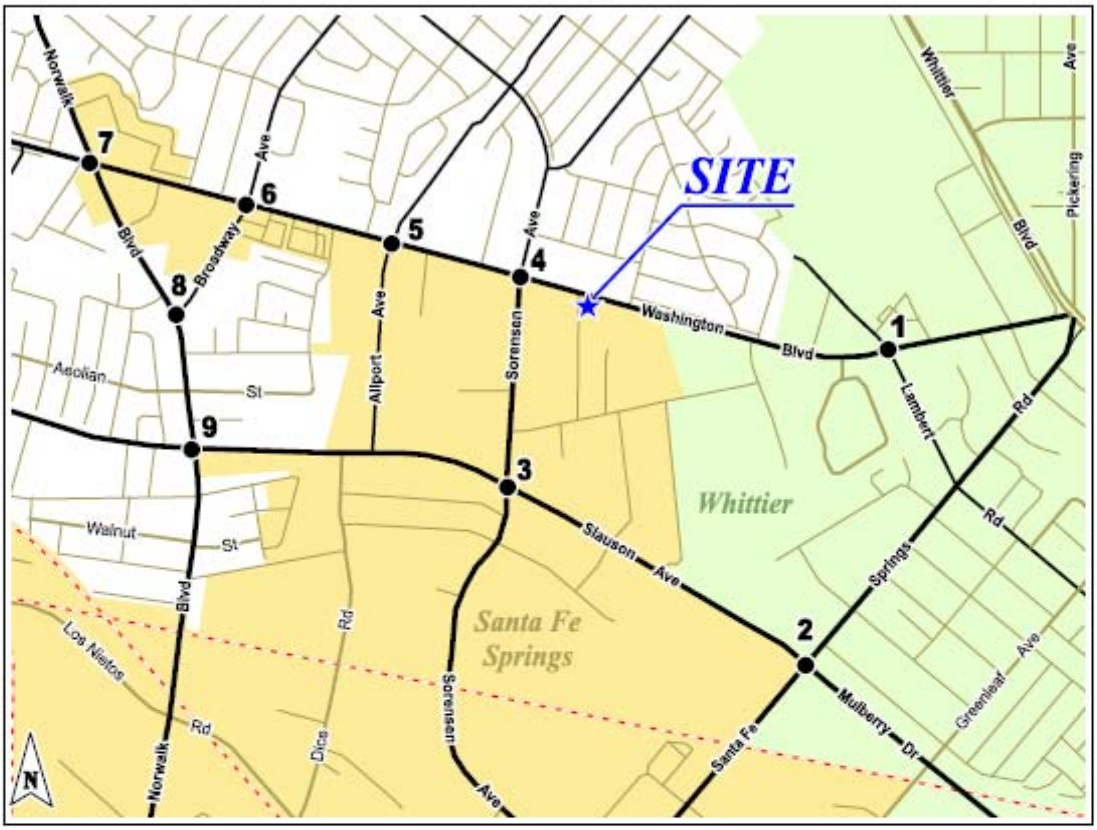


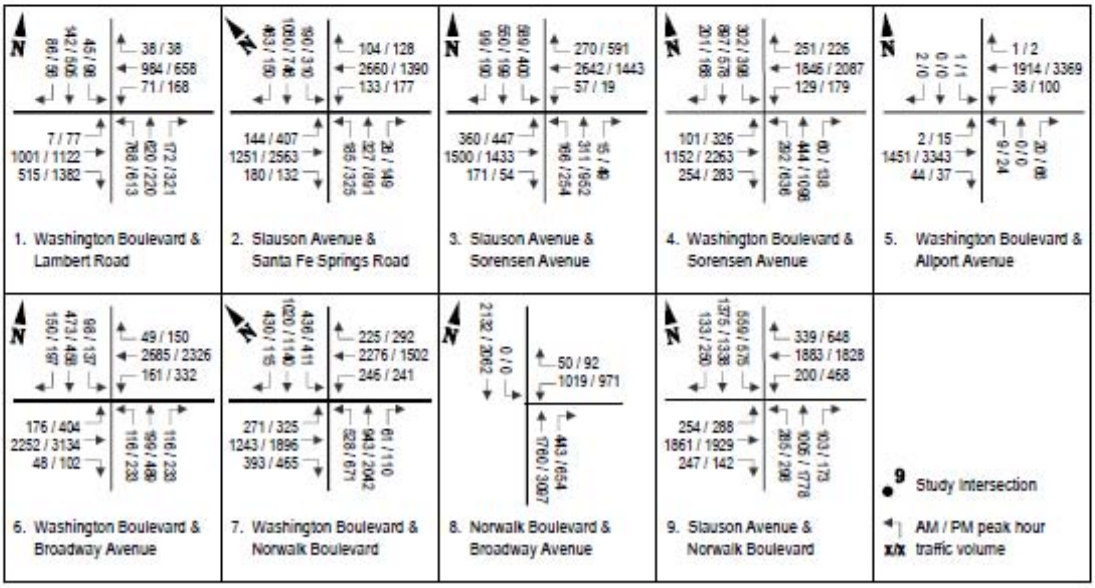
Legend:

- Signalized study intersection
- Stop-controlled movement
- Yield-controlled movement
- FR — Free/channelized turn lane
- 2/2 — Number of through travel lanes per direction
- Lane movement
- ★ Project Site

Traffic Impact Study for
Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way
City of Santa Fe Springs, CA

Figure 2-3. Existing Year 2015 Traffic Volumes – Weekday AM/PM Peak Hours





13

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1/27/15

Table 2-1. Intersection Levels of Service - Existing Year (2015)

No.	Intersection	Peak Hour	Existing Year 2015	
			V/C or Delay [1]	LOS [2]
1	Washington Boulevard at Lambert Road / Dan Adams Way	AM	1.001	F
		PM	1.392	F
2	Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	AM	1.511	F
		PM	1.426	F
3	Slauson Avenue at Sorensen Avenue	AM	1.543	F
		PM	1.510	F
4	Washington Boulevard at Sorensen Avenue	AM	1.370	F
		PM	1.793	F
5	Washington Boulevard at Allport Avenue / Ridgeview Lane	AM	4.1 s/v	A
		PM	12.2 s/v	B
6	Washington Boulevard at Broadway Avenue	AM	1.774	F
		PM	2.526	F
7	Washington Boulevard at Norwalk Boulevard	AM	1.741	F
		PM	1.855	F
8	Norwalk Boulevard at Broadway Avenue	AM	1.112	F
		PM	1.412	F
9	Slauson Avenue at Norwalk Boulevard	AM	1.559	F
		PM	1.949	F

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Control Delay measured in seconds per vehicle (s/v), *Highway Capacity Manual* (HCM) method
[2] LOS: Level of Service.

3.0 FUTURE CONDITIONS

Analysis of future traffic conditions compares the anticipated traffic levels at each study intersection before and after the Project is developed, in order to identify locations where the added Project traffic could potentially cause significant impacts on the surrounding street network.

3.1 Opening Year 2016 Baseline Conditions (Without Project)

The Opening Year 2016 baseline scenario represents local traffic conditions anticipated just prior to the opening of the Project. Based on the Project information provided by the City and developer, the warehouse facility would be constructed and occupied with approved building permits by the onset of the Year 2016.

3.1.1 Annual Background Traffic Growth

The Opening Year 2016 baseline traffic volumes were developed by first identifying an annual ambient traffic growth factor. Minagar & Associates, Inc. collected average daily traffic (ADT) volume machine counts on various street segments in the City of Santa Fe Springs in 2009 and 2014, and subsequently compiled a report summarizing the changes in traffic volumes and patterns over this five-year period. The results of the 2014 report showed that on average, citywide traffic volumes decreased by an average of -0.10% per year over the previous five years.

The northern portion of the City in particular has experienced decreases in daily traffic, including Washington Boulevard (-.91% per year west of Broadway, -.99% per year east of Broadway), Norwalk Boulevard (-.03% per year), Broadway Avenue (-1.53% per year), Allport Avenue (-1.87% per year), Sorensen Avenue (-.82% per year), Santa Fe Springs Road (-1.97% per year), and Slauson Avenue (-1.58% per year east of Sorensen Avenue). Only a few locations west and south of the intersection at Slauson Avenue and Sorensen Avenue experienced traffic volume increases.

Although this historical traffic volume data would suggest that volumes for the Opening Year 2016 scenario should be adjusted downwards from the Existing Year 2015 conditions, Minagar & Associates, Inc. has conservatively chosen to not apply an adjustment factor. Rather, for the purposes of this evaluation, the traffic analysis has assumed that the annual change in ambient traffic would be negligible for the targeted project opening year.

3.1.2 Traffic From Other Nearby Related Projects

At this time, no known major projects in the vicinity have been found or are expected to be built leading up to the Opening Year 2016 which would generate additional traffic not reflected by the Existing Year 2015 baseline traffic volume counts. In order to account for unforeseen potential cumulative developments in the area occurring within the City of Santa Fe Springs, the neighboring City of Whittier or unincorporated Los Angeles County, the existing traffic volumes were conservatively increased by +1.0% for the Opening Year 2016 baseline conditions.

3.1.3 Year 2016 Baseline Intersection LOS

Peak hour traffic operations at each study intersection were evaluated for the Opening Year 2016 baseline conditions (without the Project) based on the above traffic volume

adjustments. As shown in ***Table 3-1***, all of the study area intersections would continue to operate at their existing levels of service (LOS) during the weekday peak hours in the Year 2016.

Table 3-1. Intersection Levels of Service - Opening Year (2016) Conditions Without Project

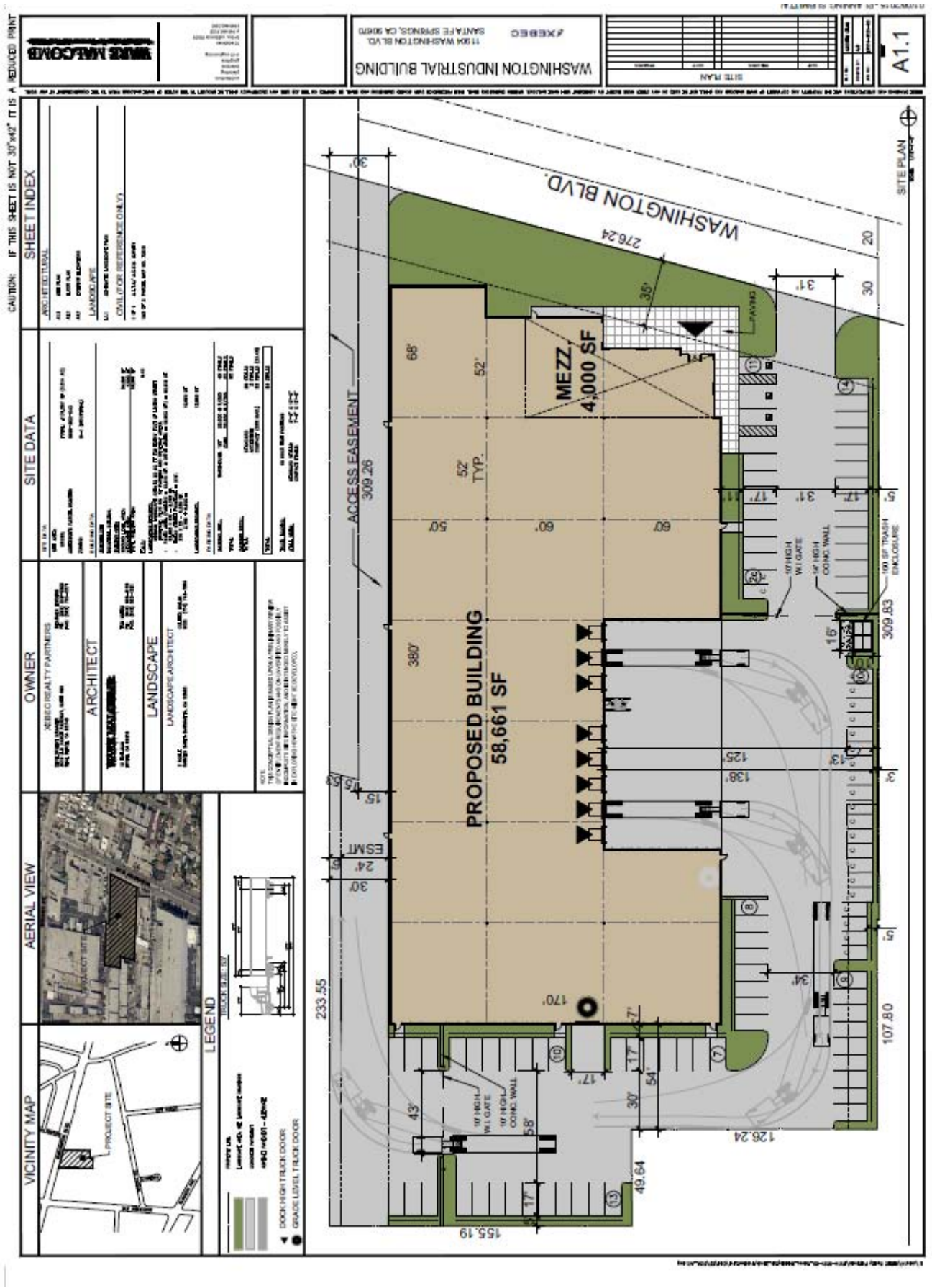
No.	Intersection	Peak Hour	Opening Year 2016 Baseline (Without Project)	
			V/C or Delay [1]	LOS [2]
1	Washington Boulevard at Lambert Road / Dan Adams Way	AM	1.010	F
		PM	1.406	F
2	Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	AM	1.525	F
		PM	1.438	F
3	Slauson Avenue at Sorensen Avenue	AM	1.557	F
		PM	1.523	F
4	Washington Boulevard at Sorensen Avenue	AM	1.383	F
		PM	1.809	F
5	Washington Boulevard at Allport Avenue / Ridgeview Lane	AM	4.1 s/v	A
		PM	13.0 s/v	B
6	Washington Boulevard at Broadway Avenue	AM	1.786	F
		PM	2.549	F
7	Washington Boulevard at Norwalk Boulevard	AM	1.757	F
		PM	1.872	F
8	Norwalk Boulevard at Broadway Avenue	AM	1.122	F
		PM	1.426	F
9	Slauson Avenue at Norwalk Boulevard	AM	1.574	F
		PM	1.967	F

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Control Delay measured in seconds per vehicle (s/v), *Highway Capacity Manual* (HCM) method
[2] LOS: Level of Service.

3.2 Opening Year 2016 Project Conditions, With Project

3.2.1 Project Description

The Xebec Warehouse Project consists of a proposed 58,661 square foot building on the south side of Washington Boulevard, east of Sorensen Avenue. Primary vehicle access will be provided from a 31-foot wide driveway at the northeast corner of the site on Washington Boulevard. Traffic entering the drive aisle at this access point will circulate to the south, and then to the west toward the secondary access driveway along the 30-foot access easement on the westerly side of the building. A 43' wide driveway will be provided at the southwest corner of the site for cars and trucks. A total of eight loading docks/door will be available for semi-trailers to back into along the easterly side of the building. 10-foot high gates will also be provided, including one at 200' south of the Washington Boulevard driveway and one offset at about 25' from the westerly easement access.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SHEET INDEX
ARCHITECTURAL
LANDSCAPE
CIVIL (FOR REFERENCE ONLY)
SITE DATA
OWNER
XEBEC REALTY PARTNERS
ARCHITECT
LANDSCAPE
LANDSCAPE ARCHITECT
AERIAL VIEW
VICINITY MAP
PROJECT SITE
LEGEND
DOCK HIGH TRUCK DOOR
GRADE LEVEL TRUCK DOOR
WASHINGTON INDUSTRIAL BUILDING
11904 WASHINGTON BLVD.
SANTA FE SPRINGS, CA 90670
XEBEC
SITE PLAN
A1.1
WASHINGTON BLVD.
276.24
ACCESS EASEMENT
309.26
PROPOSED BUILDING
58,661 SF
MEZZ.
4,000 SF
ESMT
233.55
309.83
107.80
126.24
155.19
49.64
PAVING
10' HIGH W/ GATE
10' HIGH CONC. WALL
100 SF TRASH ENCLOSURE

3.2.2 Project Trip Generation

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. Based on our understanding of the proposed site use, project traffic was assumed to consist of a mix of passenger car and heavy vehicle traffic. Passenger Car Equivalent (PCE) adjustment factors were applied to all traffic volumes throughout the traffic study, including for 2-axle, 3-axle and 4+ axle trucks comprising the project's trip generation. The net trip generation for the project, adjusted for trucks, will result in a daily trip generation of 263 PCE trips, 24 AM peak hour PCE trips (19 in, 5 out) and 26 PM peak hour PCE trips (19 in, 7 out). ***Table 3-2*** summarizes of the anticipated PCE-based AM/PM peak hour project trip generation.

Table 3-2. Project Trip Generation

TRIP GENERATION RATES

ITE Land Use	ITE Code	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Warehousing	150	KSF	3.56	0.237	0.063	0.300	0.080	0.240	0.320

PROJECT TRIP GENERATION

Project Land Use		Qty.	Unit	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Warehousing		58.661	KSF	209	14	4	18	5	14	19
Passenger Vehicles	80.0%			167	11	3	14	4	11	15
Trucks	20.0%			42	3	1	4	1	3	4

PROJECT TRIPS - PASSENGER CAR EQUIVALENTS (PCE)

Vehicle Type	Veh. Mix	Daily Vehs.	PCE Factor	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Passenger Vehicles	80.0%	167	1.0	167	11	3	14	4	11	15
Lg. 2-Axle Trucks	9.0%	19	2.0	38	2	0	2	1	2	3
3-Axle Trucks										
4+ Axle Trucks	11.0%	23	2.5	58	6	2	8	2	6	8
Total Truck PCE Trips				96	8	2	10	3	8	10
Total Project PCE Trips				**263**	**19**	**5**	**24**	**7**	**19**	**26**

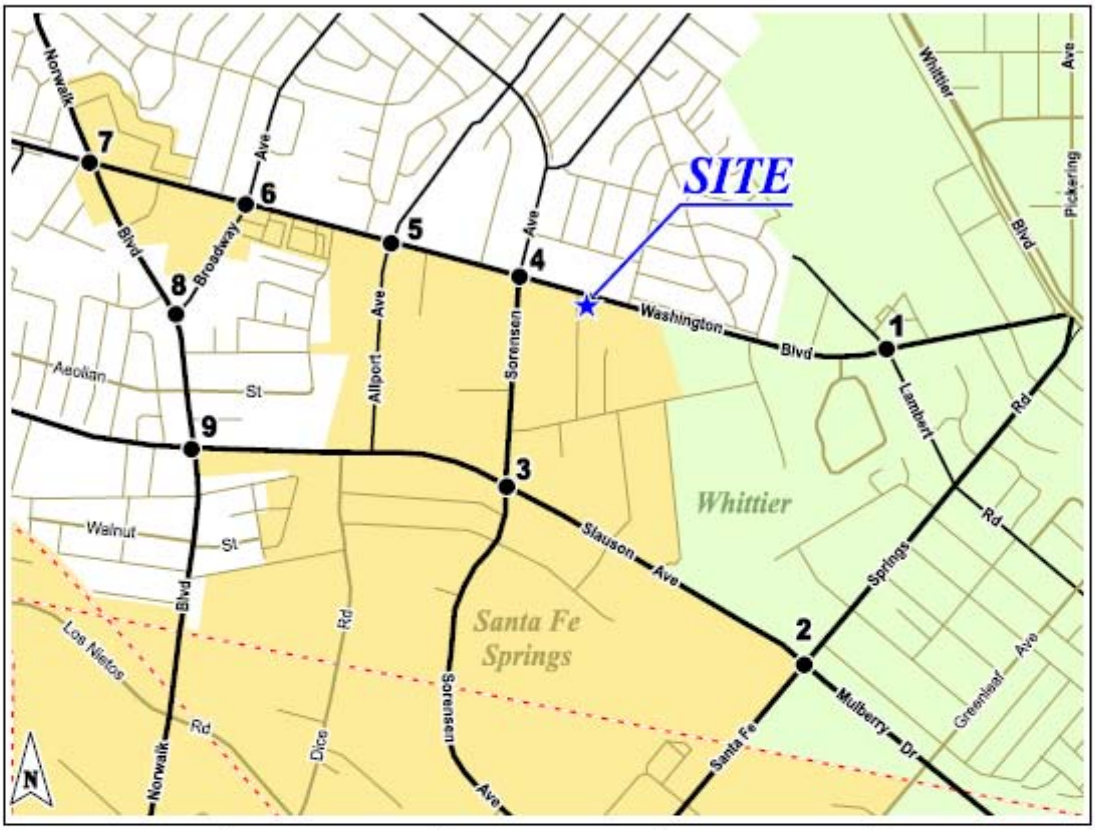
[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition (2012)* Land Use Category 150
KSF: 1,000 square feet of gross leasable building area

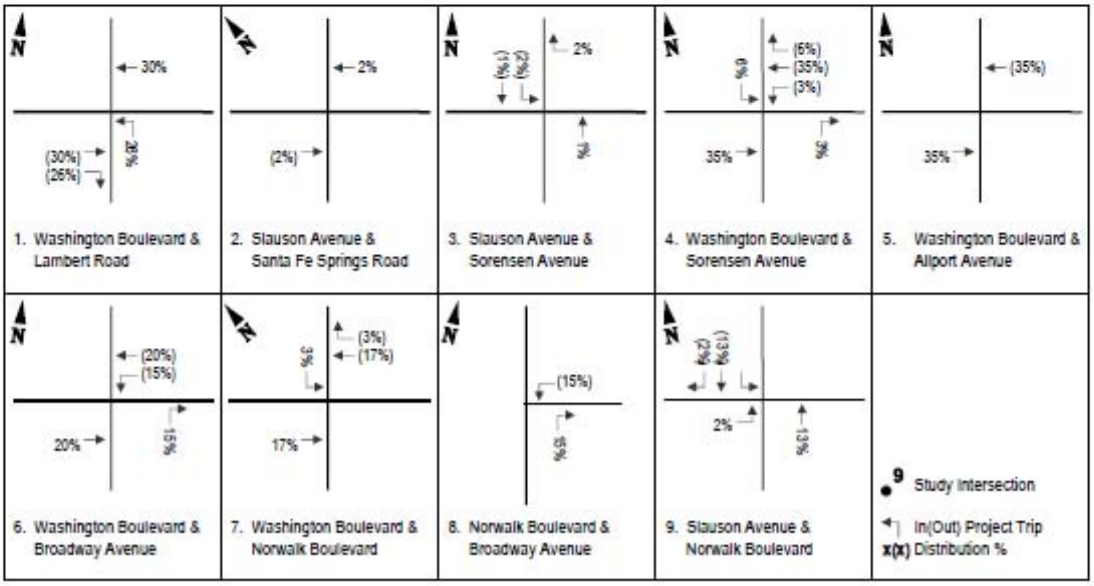
3.2.3 Project Trip Distribution

Project trips were distributed to the study area roadway network using patterns developed from existing peak hour traffic volumes and distribution characteristics, the proposed site access plan, existing truck routes, and a study of travel routes between regional connectors and the project site. Based on this method, it was estimated that 44 percent of passenger car project traffic (52% trucks) will access the site from the west on Washington Boulevard, and 56 percent of passenger car traffic (48% trucks) will access the site from the east on Washington Boulevard. AM and PM peak hour project trip generation estimates were then assigned to the surrounding street network, as shown in the **Figures 3-2A**, **3-2B** and 3-3 below.

Traffic Impact Study for
Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way
City of Santa Fe Springs, CA

Figure 3-2A. Project Trip Distribution – Weekday AM/PM Peak Hours (Passenger Vehicles)





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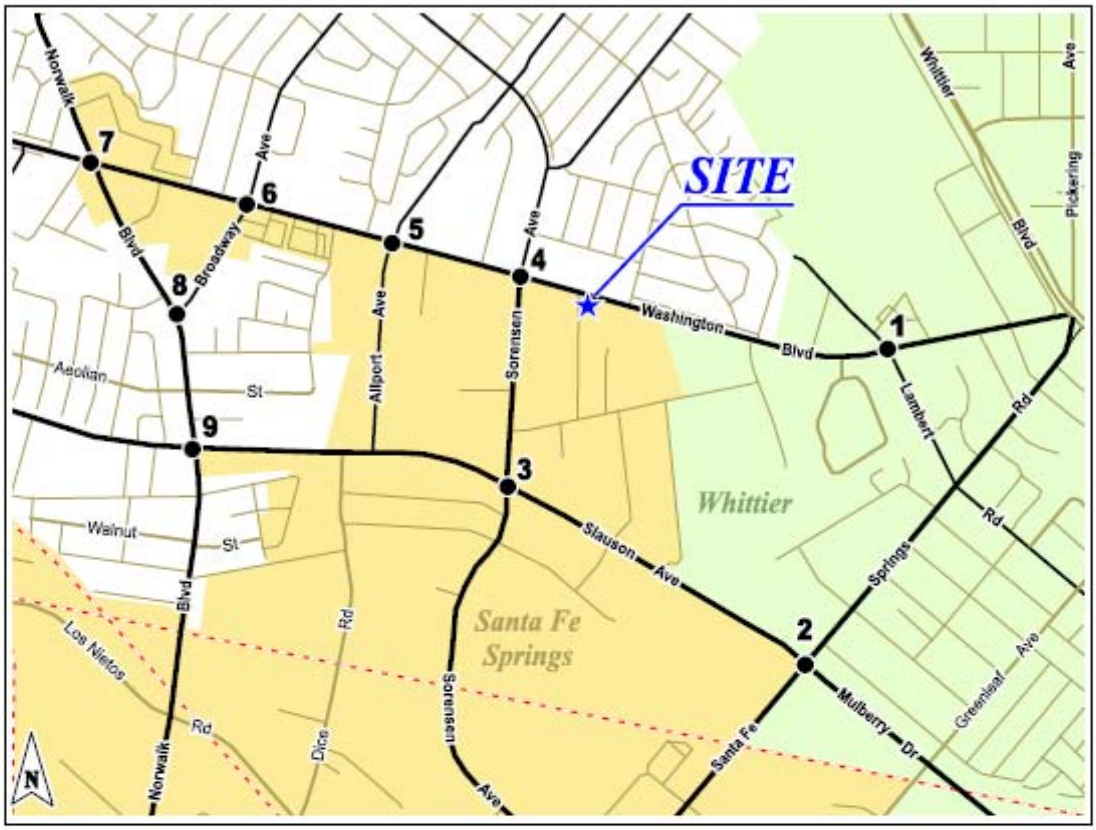
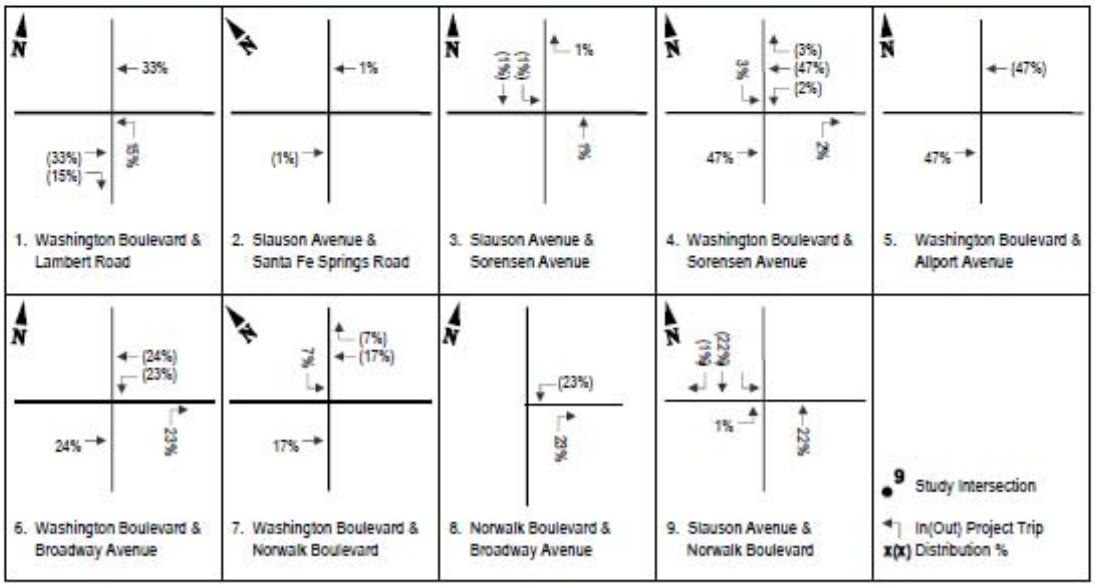
Traffic Impact Study for
Xebec Warehouse at 11904-20 Washington Blvd., SEC of Washington Boulevard and Secura Way
City of Santa Fe Springs, CA

Figure 3-2B. Project Trip Distribution – Weekday AM/PM Peak Hours (Trucks)





20

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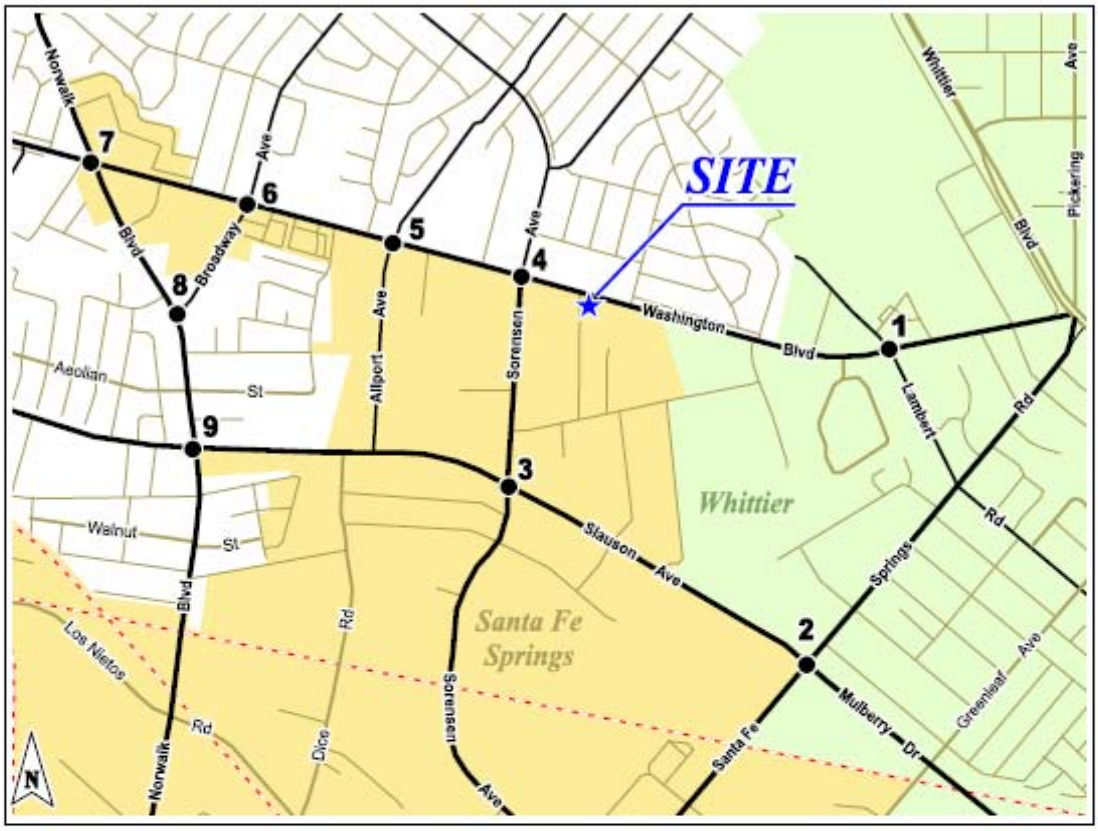
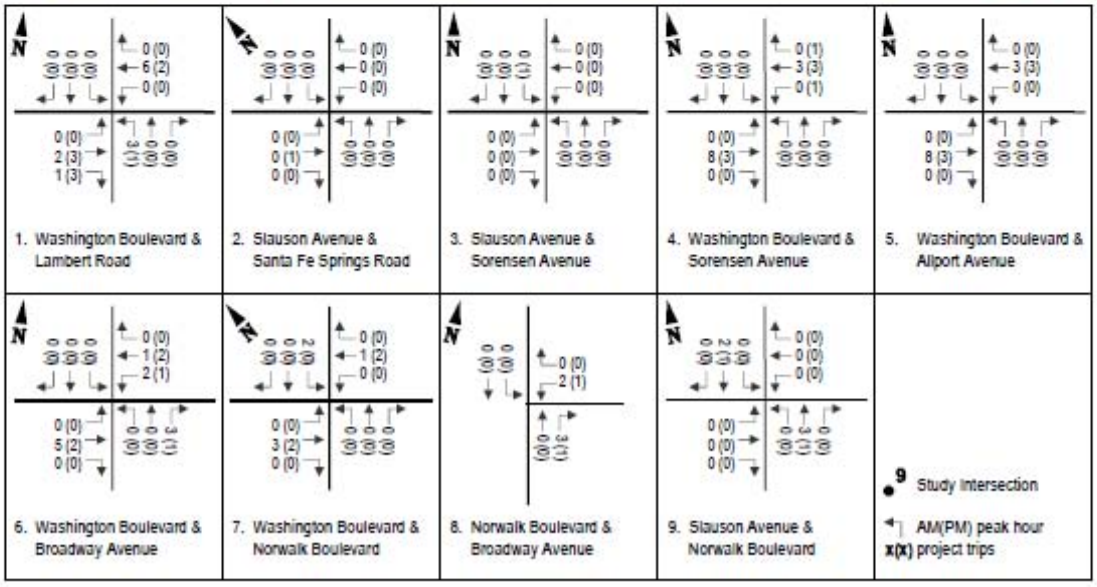
Figure 3-3. Project Trip Assignment, Weekday AM/PM Peak Hour – Passenger Vehicles & Trucks (PCE)





3.2.4 Opening Year 2016, With Project Intersection LOS

The Opening Year 2016 Plus Project analysis scenario represents the added AM and PM peak hour project traffic to the future roadway and traffic conditions. As shown in **Table 3-3** below, based on the level of service analysis, all nine study intersections will continue to operate at their pre-project LOS in the AM and PM peak hours during the typical weekdays. The intersection of Washington Boulevard at Allport Avenue will continue operating at LOS A and LOS C during the AM and PM peak hours, respectively, while the remaining eight signalized intersections will continue to operate under LOS F during the AM and PM weekday peak hours.

Table 3-3. Intersection Levels of Service - Opening Year (2016) Conditions With Project

No.	Intersection	Peak Hour	Opening Year 2016 With Project	
			V/C or Delay [1]	LOS [2]
1	Washington Boulevard at Lambert Road / Dan Adams Way	AM	1.012	F
		PM	1.408	F
2	Santa Fe Springs Road at Slauson Avenue / Mulberry Drive	AM	1.525	F
		PM	1.439	F
3	Slauson Avenue at Sorensen Avenue	AM	1.557	F
		PM	1.524	F
4	Washington Boulevard at Sorensen Avenue	AM	1.384	F
		PM	1.810	F
5	Washington Boulevard at Allport Avenue / Ridgeview Lane	AM	4.8 s/v	A
		PM	13.2 s/v	B
6	Washington Boulevard at Broadway Avenue	AM	1.789	F
		PM	2.551	F
7	Washington Boulevard at Norwalk Boulevard	AM	1.757	F
		PM	1.872	F
8	Norwalk Boulevard at Broadway Avenue	AM	1.123	F
		PM	1.426	F
9	Slauson Avenue at Norwalk Boulevard	AM	1.575	F
		PM	1.968	F

[1] V/C: Intersection volume-to-capacity ratio, *Intersection Capacity Utilization* (ICU2003) method
Control Delay measured in seconds per vehicle (s/v), *Highway Capacity Manual* (HCM) method
[2] LOS: Level of Service.

4.0 TRAFFIC IMPACT ANALYSIS AND PROJECT MITIGATION

A comparison of "Pre-Project" and "With Project" traffic conditions was performed to assess the significance level of potential traffic impacts due to the project on the surrounding study area intersections. Using the significance thresholds established by the City of Santa Fe Springs, the Opening Year 2016 volume-to-capacity ratios and LOS were compared without and with the project conditions. The findings of this evaluation revealed that although most of the study intersections would continue to operate at deficient levels of service (LOS "E" or worse) during the peak hours of the day, none of the intersections would be significantly impacted by the addition of project trips from the Xebec Warehouse site.

Table 4-1 summarizes the above comparative analyses to illustrate the changes in ICU (Control Delay for the unsignalized intersection) and LOS at each study location, indicating that potential significant traffic impacts are not expected. At a minimum, the relative increase in intersection V/C ratios due to the anticipated addition of project trips was +0.000 (no change) during one or both peak hours at four of the intersection. At most, the relative change in V/C ratios was +0.003 (0.30%) during the AM peak hour at Washington Boulevard and Broadway Avenue.

All proposed projects are required to address anticipated project-related traffic impacts, whether generated independently or cumulatively with other nearby major project through the development of mitigation measures. Due to the lack of such anticipated impacts, however, no mitigation measures would be required for this project.

5.0 CONGESTION MANAGEMENT PROGRAM (CMP) IMPACT SIGNIFICANCE

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.

The CMP requires that intersections which are designated as under official monitoring by the Program be analyzed using CMP criteria, should the proposed project generate 50 or more peak hour trips on the subject intersection. The nearest CMP-monitored intersections to the project site are located on Whittier Boulevard at Norwalk Boulevard (~1.3 miles from the nearest study intersection), and at Painter Avenue (~0.92 miles from the nearest study intersection). Since the identified CMP arterial intersections are located significantly outside of the influence area of the project, a CMP analysis is therefore not required for this traffic impact study.

Table 4-1. Comparison of Intersection LOS and Project Impact Significance

No.	Intersection	Peak Hour	Opening Year 2016					
			Without Project		With Project		Change	Significant Impact?
			V/C or Delay [1]	LOS [2]	V/C or Delay	LOS		
1.	Washington Boulevard at Lambert Road / Dan Adams Way	AM	1.010	F	1.012	F	+0.002	No
		PM	1.406	F	1.408	F	+0.002	No
2.	Slauson Avenue / Mulberry Drive at Santa Fe Springs Road	AM	1.525	F	1.525	F	+0.000	No
		PM	1.438	F	1.439	F	+0.001	No
3.	Slauson Avenue at Sorensen Avenue	AM	1.557	F	1.557	F	+0.000	No
		PM	1.523	F	1.524	F	+0.001	No
4.	Washington Boulevard at Sorensen Avenue	AM	1.383	F	1.384	F	+0.001	No
		PM	1.809	F	1.810	F	+0.001	No
5.	Washington Boulevard at Allport Avenue / Ridgeview Lane	AM	4.1 s/v	A	4.8 s/v	A	+0.7 s/v	No
		PM	13.0 s/v	B	13.2 s/v	B	+0.2 s/v	No
6.	Washington Boulevard at Broadway Avenue	AM	1.786	F	1.789	F	+0.003	No
		PM	2.549	F	2.551	F	+0.002	No
7.	Washington Boulevard at Norwalk Boulevard	AM	1.757	F	1.757	F	+0.000	No
		PM	1.872	F	1.872	F	+0.000	No
8.	Norwalk Boulevard at Broadway Avenue	AM	1.122	F	1.123	F	+0.001	No
		PM	1.426	F	1.426	F	+0.000	No
9.	Slauson Avenue at Norwalk Boulevard	AM	1.574	F	1.575	F	+0.001	No
		PM	1.967	F	1.968	F	+0.001	No

[1] V/C: Intersection volume-to-capacity ratio, based on Intersection Capacity Utilization (ICU2003) method
[2] LOS: Level of Service

6.0 CONCLUSION

- The project owner, Xebec Realty Partners, has proposed to build a 58,661-square foot warehousing project at the southeast corner of Washington Boulevard and Secura Way in the City of Santa Fe Springs. The existing parcel comprising the proposed project site is currently vacant.

- The project site located within an existing M-1 (Industrial) zone in the northern part of the City, within which the proposed warehouse project is a permitted use.

- The project is estimated to generate 263 daily PCE trips, with 24 AM Peak Hour PCE trips (19 inbound, 5 outbound), and 26 PM Peak Hour PCE trips (7 inbound, 19 outbound).

- The traffic impact analysis evaluated typical weekday AM and PM peak hour intersections operations at eight (8) signalized study intersections and one (1) unsignalized/two-way stop controlled study intersection in the vicinity of the proposed site.

- The results of the Existing Conditions analysis show that eight of the nine study intersections are operating at deficient levels of service LOS "F" during the weekday morning and afternoon peak hours. The unsignalized intersection at Washington Boulevard and Allport Avenue is current operating at acceptable LOS "A" and "B" during the AM and PM peak hours, respectively.

- The anticipated Project Completion Year is 2016. While no related/nearby cumulative developments have been documented by the City of Santa Fe Springs to be completed within this time frame, Minagar & Associates, Inc. applied a +1.0% annual growth factor to account for any potential unforeseen development-related traffic generation occurring before the arrival of the target year.

- Analysis of the Project Opening Year 2016 Without and With Project. Evaluation of this scenario and the anticipated traffic conditions revealed that while the intersection volume-to-capacity ratios and delays are expected to increase slightly, none of the study intersections would be significantly impacted by project traffic during the AM and PM peak hours. It is therefore concluded that the proposed project satisfies the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Santa Fe Springs' General Plan.

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INTRODUCTION TO UTILITY SCREENING TABLES

The following worksheets are used to evaluated the potential impacts of a project.

Table 1 Definition of Project

This Table is used to establish the proposed development parameters that are used the calculation of utilities use. The independent variable to be entered is identified by shading. For residentia development, the number of housing units should be entered in the shaded area. For non-residential development, the total floor area of development should be entered in the shaded area.

Tables 2 Summary of Project Impacts

consumption/generation rates. This table indicates the development's projected electrical consumption, natural gas consumption, water consumption, effluent generation, and solid waste generation. No modifications should be made to this area of the worksheet.

Tables 3 through 7 Calculation of Project Impacts

Table 3 through 7 indicate the results of the analysis.

Table 3 Electrical Consumption - This table calculates the projected electrical consumption for new development. Default generation rates provided in the shaded areas may be changed.
Table 4 Natural Gas Consumption - This table calculates the projected natural gas useage for new development. Default generation rates provided in the shaded areas may be changed.
Table 5 Water Consumption - This table calculates the projected water consumption rates for new development. Default generation rates provided in the shaded areas may be changed.
Table 6 Sewage Generation - This table calculates the projected effluent generation rates for new development. Default generation rates provided in the shaded areas may be changed.
Table 7 Solid Waste Generation - This table calculates the projected waste generation for new development. Default generation rates provided in the shaded areas may be changed.

Table 1: Xebec Industrial Building

Definition of Project Parameters **- Enter independent variable (no. of units or floor area) in the shaded area. The independent variable to be entered is the number of units (for residential development) or the gross floor area (for non-residential development)**

Land Use	Variable	Factor
Residential Uses	**Variable**	**Total Units**
Single-Family Residential	No. of Units	0
Medium Density Residential	No. of Units	0
Multiple-Family Residential	No. of Units	0
Mobile Home Park	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Square Feet	0
Medical Office Building	Square Feet	0
Office Park	Square Feet	0
Bank/Financial Services	Square Feet	0
Commercial Uses	**Variable**	**Total Floor Area**
Specialty Retail Commercial	Square Feet	0
Convenience Store	Square Feet	0
Movie Theater	Square Feet	0
Shopping Center	Square Feet	0
Sit-Down Restaurant	Square Feet	0
Fast-Food Restaurant	Square Feet	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Square Feet	0
Manufacturing	Square Feet	0
General Light Industry	Square Feet	58,611
Warehouse	Square Feet	0
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Square Feet	0
Open Space	Square Feet	0

Table 2.: Projected Utility Consumption/Generation

Summary of Project Impacts **- Results of analysis identified below. No modifications should be to this Table.**

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	771
Natural Gas Consumption	cubic feet/day	755
Water Consumption	gallons/day	8,323
Sewage Generation	gallons/day	6,658
Solid Waste Generation	pounds/day	352

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**kWh/Unit/Year**	**kWh/Unit/Day**
Single-Family Residential	0	7,554.00	0.0
Medium Density Residential	0	4,644.00	0.0
Multiple-Family Residential	0	4,644.00	0.0
Mobile Home Park	0	4,644.00	0.0
Office Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Office	0	20.80	0.0
Medical Office Building	0	14.20	0.0
Office Park	0	20.80	0.0
Bank/Financial Services	0	20.80	0.0
Commercial Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	0.0
Convenience Store	0	16.00	0.0
Movie Theater	0	16.00	0.0
Shopping Center	0	35.90	0
Sit-Down Restaurant	0	49.10	0.0
Fast-Food Restaurant	0	49.10	0.0
Manufacturing Uses	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	0.0
Manufacturing	0	4.80	0.0
General Light Industry	58,611	4.80	770.8
Warehouse	0	4.80	0.0
Public/Institutional	**Square Feet**	**kWh/Sq. Ft./Year**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	0.0
Open Space	0	0.00	0.0

Total Daily Electrical Consumption (kWh/day)	770.8

Source: Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft./Mo./Unit**	**Cu. Ft./Day**
Single-Family Residential	0	6,665.00	0.0
Medium Density Residential	0	4,011.50	0.0
Multiple-Family Residential	0	4,011.50	0.0
Mobile Home Park	0	4,011.50	0.0
Office Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Office	0	2.00	0.0
Medical Office Building	0	2.00	0.0
Office Park	0	2.00	0.0
Bank/Financial Services	0	2.00	0.0
Commercial Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	0.0
Convenience Store	0	2.90	0.0
Movie Theater	0	2.90	0.0
Shopping Center	0	2.90	0.0
Sit-Down Restaurant	0	2.90	0.0
Fast-Food Restaurant	0	2.90	0.0
Manufacturing Uses	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Industrial Park	0	4.70	0.0
Manufacturing	0	4.70	0.0
General Light Industry	58,611	4.70	754.7
Warehouse	0	4.70	0.0
Public/Institutional Use	**Square Feet**	**Cu. Ft./Mo./Sq. Ft.**	**Cu. Ft./Day**
Public/Institutional	0	2.90	0.0
Open Space	0	2.90	0.0
Total Daily Natural Gas Consumption (cubic feet/day)			754.7

Source: South Coast Air Quality Management District, CEQA Air Quality Handbook. April 1993

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Gals./Day/Unit**	**Gals./Day**
Single-Family Residential	0	250.00	0.0
Medium Density Residential	0	250.00	0.0
Multiple-Family Residential	0	250.00	0.0
Mobile Home Park	0	250.00	0.0
Office Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Office	0	0.14	0.0
Medical Office Building	0	0.14	0.0
Office Park	0	0.14	0.0
Bank/Financial Services	0	0.14	0.0
Commercial Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Specialty Retail Commercial	0	0.10	0.0
Convenience Store	0	0.10	0.0
Movie Theater	0	0.10	0.0
Shopping Center	0	0.10	0.0
Sit-Down Restaurant	0	0.11	0.0
Fast-Food Restaurant	0	0.11	0.0
Manufacturing Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Industrial Park	0	0.14	0.0
Manufacturing	0	0.14	0.0
General Light Industry	58,611	0.14	8,322.8
Warehouse	0	0.01	0.0
Public/Institutional Use	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Public/Institutional	0	0.10	0.0
Open Space	0	0.10	0.0
Total Daily Water Consumption (gallons/day)			8,322.8
Source: Derived from Orange County Sanitation District rates.			

Table 6: Sewage Generation

Project Component	Units of Measure	Consumption Factors	Projected Consumption
Residential Uses	**No. of Units**	**Gals./Day/Unit**	**Gals./Day**
Single-Family Residential	0	180.00	0.0
Medium Density Residential	0	180.00	0.0
Multiple-Family Residential	0	180.00	0.0
Mobile Home Park	0	180.00	0.0
Office Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Office	0	0.11	0.0
Medical Office Building	0	0.11	0.0
Office Park	0	0.11	0.0
Bank/Financial Services	0	0.11	0.0
Commercial Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Specialty Retail Commercial	0	0.08	0.0
Convenience Store	0	0.08	0.0
Movie Theater	0	0.08	0.0
Shopping Center	0	0.08	0.0
Sit-Down Restaurant	0	0.08	0.0
Fast-Food Restaurant	0	0.08	0.0
Manufacturing Uses	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Industrial Park	0	0.11	0.0
Manufacturing	0	0.11	0.0
General Light Industry	58,611	0.11	6,658.2
Warehouse	0	0.01	0.0
Public/Institutional Use	**Square Feet**	**Gals./Day/Sq. Ft.**	**Gals./Day**
Public/Institutional	0	0.08	0.0
Open Space	0	0.08	0.0
Total Daily Sewage Generation (gallons/day)			6,658
Source: Orange County Sanitation Districts. 1994			

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factors	Projected Generation
Residential Uses	**No. of Units**	**Lbs./Day/Unit**	**Lbs./Day**
Single-Family Residential	0	4.00	0.0
Medium Density Residential	0	4.00	0.0
Multiple-Family Residential	0	4.00	0.0
Mobile Home Park	0	4.00	0.0
Office Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Office	0	6.00	0.0
Medical Office Building	0	6.00	0.0
Office Park	0	6.00	0.0
Bank/Financial Services	0	6.00	0.0
Commercial Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	0.0
Convenience Store	0	42.00	0.0
Movie Theater	0	6.00	0.0
Shopping Center	0	6.00	0.0
Sit-Down Restaurant	0	6.00	0.0
Fast-Food Restaurant	0	42.00	0.0
Manufacturing Uses	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Industrial Park	0	6.00	0.0
Manufacturing	0	6.00	0.0
General Light Industry	58,611	6.00	351.7
Warehouse	0	6.00	0.0
Public/Institutional Use	**Square Feet**	**Lbs./Day/1,000 Sq. Ft.**	**Lbs./Day**
Public/Institutional	0	4.00	0.0
Open Space	0	3.00	0.0
Total Daily Solid Waste Generation			352

Source: City of Los Angeles Average Solid Waste Generation Rates, April 1981

EXECUTIVE SUMMARY

XEBEC WASHINGTON BOULEVARD WAREHOUSE
11904 WASHINGTON BOULEVARD
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

APRIL 9, 2015
SFSP 020

TABLE OF CONTENTS

1. INTRODUCTION

The attached Initial Study evaluates the environmental impacts associated with the construction of a proposed 58,396-square foot industrial building located at 11904 Washington Boulevard, Santa Fe Springs, California. The proposed warehouse building will consist of a 50,164-square foot warehouse and 8,232 square feet of office space including a 4,116 square foot mezzanine. A total of 93 parking stalls and eight dock high positions will be provided. Access to the new warehouse will be provided by curb cuts along Washington Boulevard. In addition, an existing 30-foot access easement is provided along the site's western edge and two gates will be installed at the two entrance points to the parking lot. The proposed building will have a maximum height of 38 feet. Lastly, a total of 13,425 square feet will be dedicated to landscaping.[1]

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.[2] 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.[3] The project Applicant is Xebec Reality Partners, 3010 Old Ranch Parkway, Suite 480, Seal Beach, California 90740. The 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.[4] Questions and/or comments should be submitted to the following individual:

Paul M. Garcia, Contract Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7354

2. PROJECT OVERVIEW

The City of Santa Fe Springs has received an application to construct a new 58,396 square foot industrial building at 11904 Washington Boulevard. The new building will consist of a 50,164-square foot warehouse and 8,232 square feet of office space including a 4,116-square foot mezzanine located in the northeast corner of the proposed building. A total of 93 parking stalls and eight dock high positions will be installed. Access to the new warehouse will be provided by curb cuts on the south side of Washington Boulevard. In addition, an existing 30-foot access easement extends along the site's western edge and two gates will be installed at the two entrance points to the parking lot.

[1] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23rd, 2015.

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

[3] 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).

[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).

The maximum height of the proposed building will be 38 feet. Lastly, a total of 13,425 square feet will be dedicated to landscaping.[5] The project Applicant is Xebec Reality Partners, 3010 Old Ranch Parkway, Suite 480, Seal Beach, California 90740.

3. PROJECT LOCATION

The project site is located along the City's northernmost corporate boundary that extends along Washington Boulevard. 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.[6] 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 1.7 miles to the west of the site) and the Puente Hills (located approximately 2.3 miles to the northeast).[7]

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.[8] 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 1. A citywide map is provided in Exhibit 2.

The project site's legal address is 11904 Washington Boulevard, Santa Fe Springs, California 90670. The project site is located on the south side of Washington Boulevard, east of Sorensen Avenue, located approximately 576 feet to the west of the project site, and west of Lambert Road, located approximately 0.55 miles to the east of the project site.[9] Vehicular access to the project site will be provided by driveway connections along the south side of Washington Boulevard. The project site's Assessor's Parcel Number (APN) is 8169-002-043. A vicinity map is provided in Exhibit 3.

4. ENVIRONMENTAL SETTING

The 3.01-acre site is located in the midst of an urban area and is surrounded on all sides by development. Washington Boulevard extends along the site. Washington Boulevard is the primary arterial that separates the City of Santa Fe Springs from the unincorporated West Whittier to the north. Exhibit 4 is an aerial photograph of the project site and the adjacent development.

[5] Washington Industrial Building Site Plan. Ware Malcomb. Site plan dated January 23rd, 2015.

[6] Google Earth. Site accessed December 15, 2014.

[7] Ibid.

[8] Ibid.

[9] Ibid.

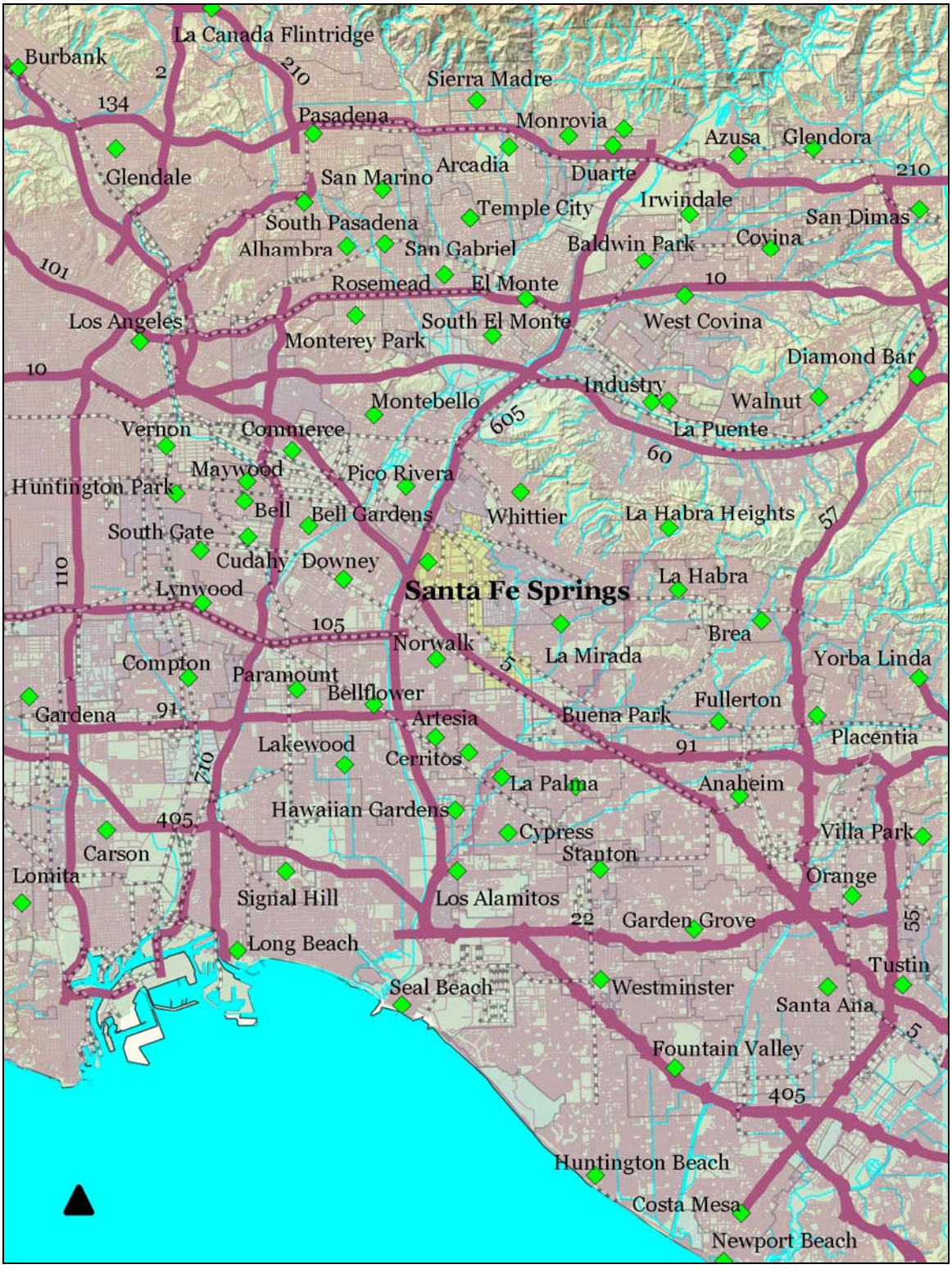

EXHIBIT 1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

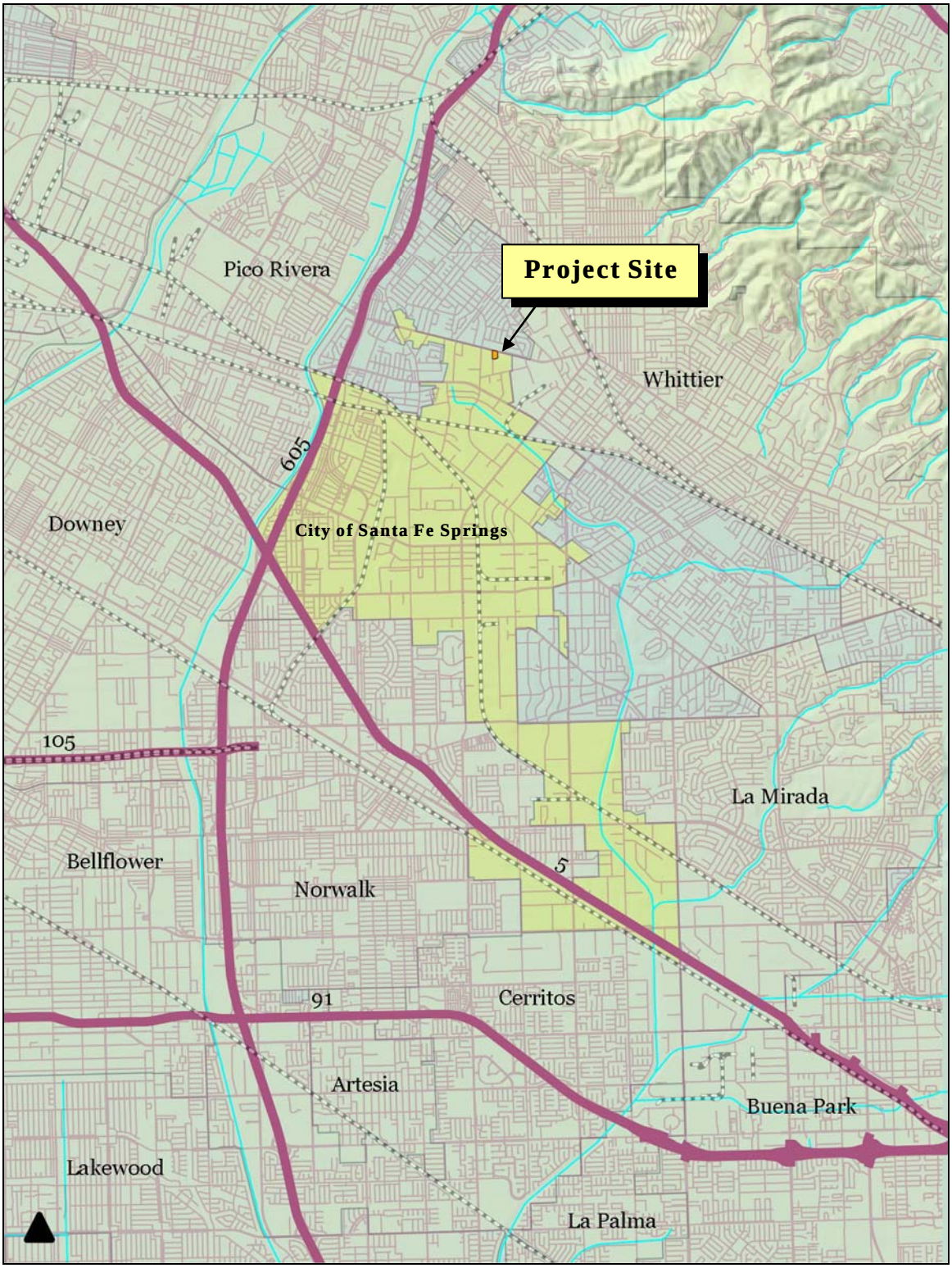

EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS

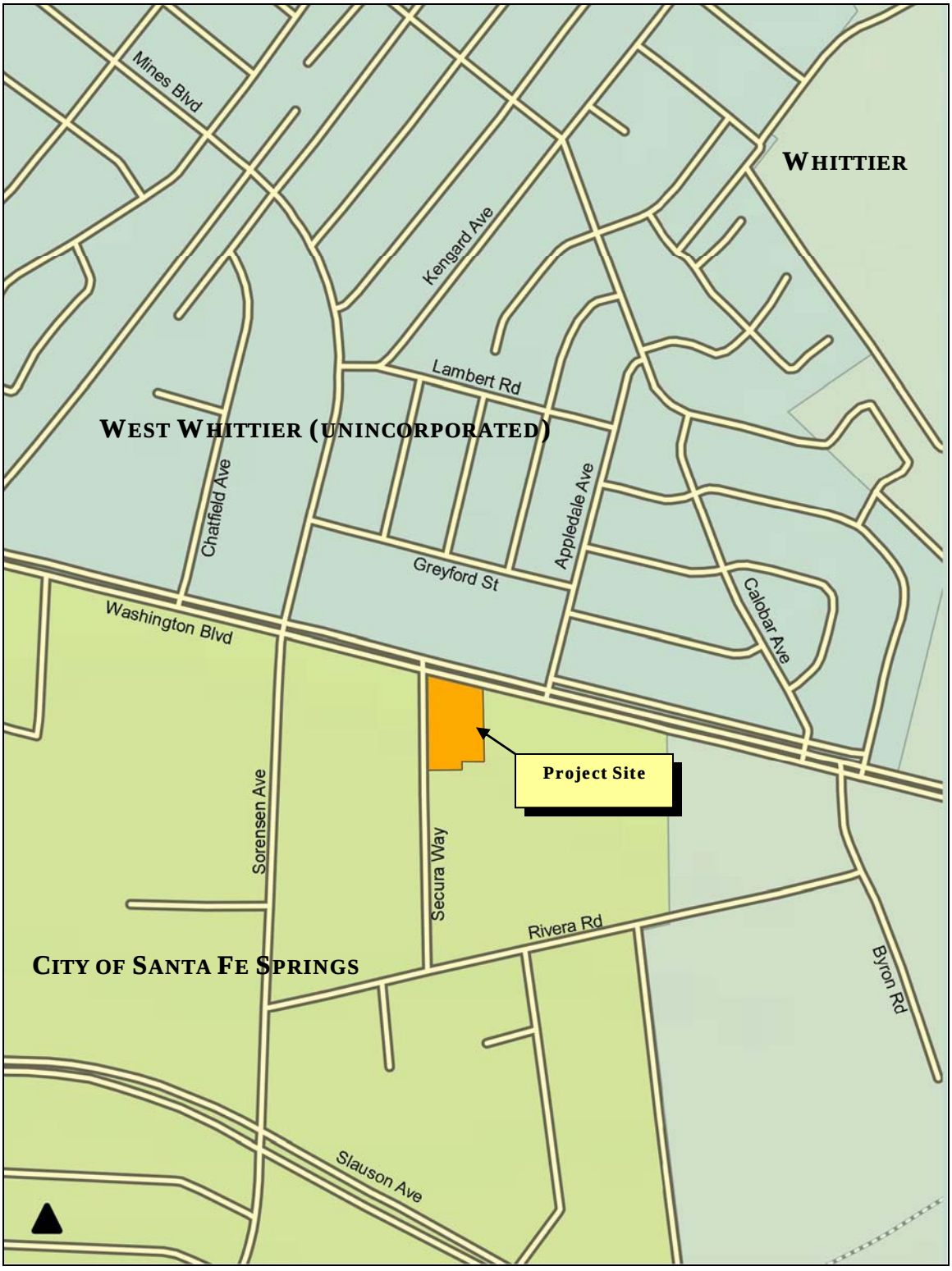

EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS

EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

The project site is currently vacant and is fenced off on the north, west, and south sides by a chain link fence. The eastern portion of the project site contains minimal fencing and the industrial uses located to the east abut the open side of the lot. The southeast portion of the project site is fenced off by a concrete wall. The project site is currently covered over in grass, unmaintained ruderal vegetation, and scattered garbage. In addition, there is a wooden utility pole located in the central portion of the project site. The surrounding land uses and development are summarized below.

- *North of the Project Site*. Washington Boulevard abuts the project site to the north and extends in an east-west orientation. Varying land uses occupy the Washington Boulevard frontage including a mix of light industrial, commercial, and residential development. Single family residential development is located to the northeast of the project site along Washington Boulevard. A mix of higher and lower density residential development is located to the north of the project site behind the aforementioned industrial and commercial uses that have frontage along the north side of Washington Boulevard. In addition, medical offices occupy frontage along the north side of Washington Boulevard. The south side of Washington Boulevard contains a higher concentration of industrial uses.[10]

- *East of the Project Site*. Special T Water Systems (11934 Washington Boulevard) abuts the project site directly to the east. An industrial complex occupied by H-Mart Logistics, Southern Produce Company, and other tenants is located to the east of the project site. Other industrial and non-industrial uses are located further east of the project site.

- *West of the Project Site*. Industrial uses are located to the west of the project site. These industrial uses are located along east side of Sorensen Avenue and include Powertrain Industries (11840 Washington Boulevard) and Menasha Packaging (8114 Sorensen Avenue).

- *South of the Project Site*. Smaller industrial uses are located to the south of the project site. These industrial uses are located along north side of Rivera Road.

Other notable uses within the vicinity of the project site include Washington Elementary School (located approximately ½ mile to the northwest of the project site along Thornlake Avenue), York Field (located approximately ¾ of a mile to the southeast of the project site along Santa Fe Springs Road), Aeolian Elementary school (located approximately ½ mile to the southwest of the project site along Slauson Avenue), and Los-Nietos Middle School (located approximately one mile to the southwest of the project site along Slauson Avenue).[11]

Major roadways in the area include Whittier Boulevard, located approximately 1.20 miles to the north of the project site, Lambert Road, located approximately 0.55 miles to the east, Santa Fe Springs Road, located approximately 0.82 miles to the east, Slauson Avenue, located approximately 0.33 miles to the south, and Norwalk Boulevard, located approximately 0.77 miles to the west.[12]

[10] Blodgett Baylosis Environmental Planning. Site Survey. Survey was completed on December 15, 2014.

[11] Google Earth. Site accessed December 15, 2014.

[12] Blodgett Baylosis Environmental Planning. Site survey was completed on December 15, 2014.

5. PHYSICAL CHARACTERISTICS OF PROPOSED PROJECT

The proposed project will involve the construction of a new 58,396-square foot industrial warehouse within an existing vacant lot. In addition, a new parking lot and access easement will also be provided. The conceptual site plan is shown in Exhibit 5. Conceptual elevations are provided in Exhibits 6 and 7. The proposed project will consist of the following elements:

- A new 58,396-square foot industrial building will be erected within the 3.01-acre project site. The proposed building will include 50,164 square feet of warehousing and 8,232 square feet of office space including a 4,116-square foot mezzanine located in the northeast corner of the warehouse.

- The building's dimensions will be 383 feet in length and 172 feet wide. The proposed project will have a floor area ratio (FAR) of 0.44. The building's maximum height will be 38 feet.

- The east elevation will feature eight dock high positions. Once complete, the proposed project will be able to accommodate semi-trailer trucks up to 76 feet in length.

- The site plan indicates that a total of 93 parking stalls will be provided. Visitor parking will be provided in the site's northeast corner near the public entry and office area. Employee parking will be provided along the eastern and southern portion of the project site.

- Access to the parking lot will be provided by curb cuts along Washington Boulevard. The 30 foot wide drive aisle will feature two gates, one located in the northern portion of the site and the other located along the west side of the project site.[13]

- A total of 13,425 square feet will be dedicated to landscaping. Landscaping will be installed along the southern, eastern, and northern sides of the building.

6. CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

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

- *Site Preparation.* The project site will be prepared for the construction of the new industrial building. This phase will take approximately one month to complete.

- *Construction and Installation.* The new 58,396-square foot building will be constructed during this phase. This phase will take approximately three 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 two months.

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[13] Blodgett Baylosis Environmental Planning. Site survey was completed on December 15, 2014.

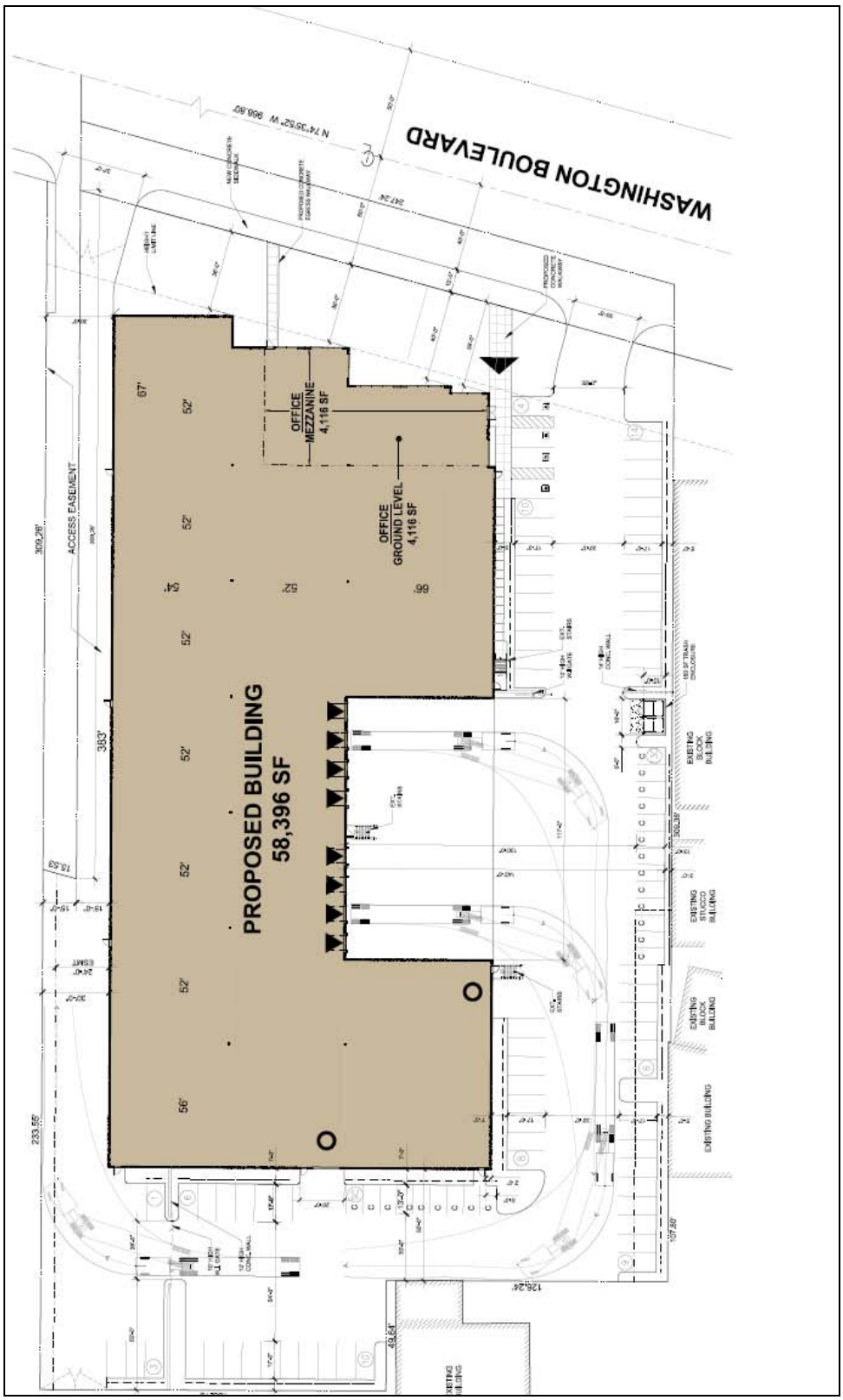


EXHIBIT 5
CONCEPTUAL SITE PLAN
SOURCE: WARE MALCOMB

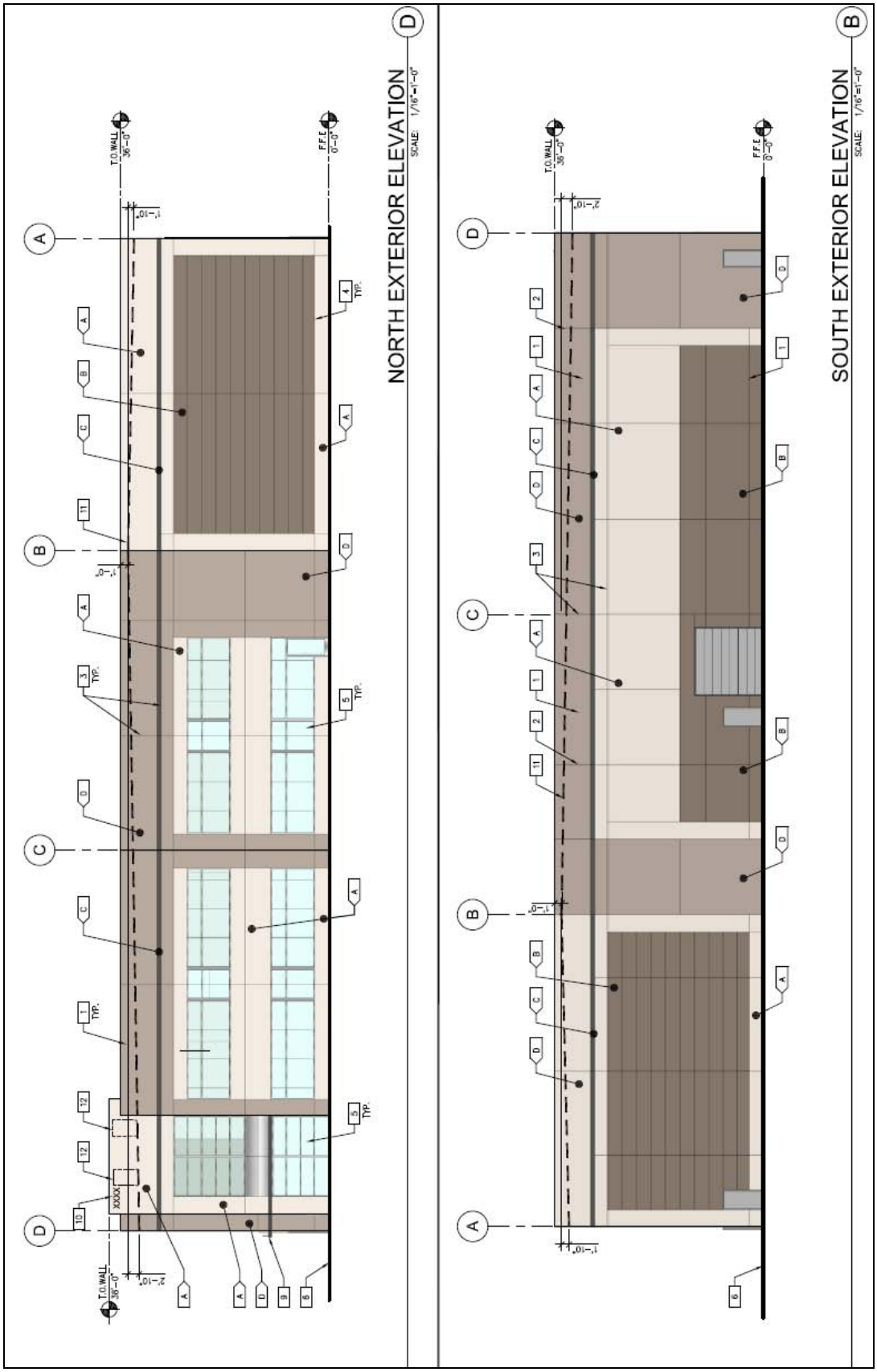


EXHIBIT 6
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: WARE MALCOMB

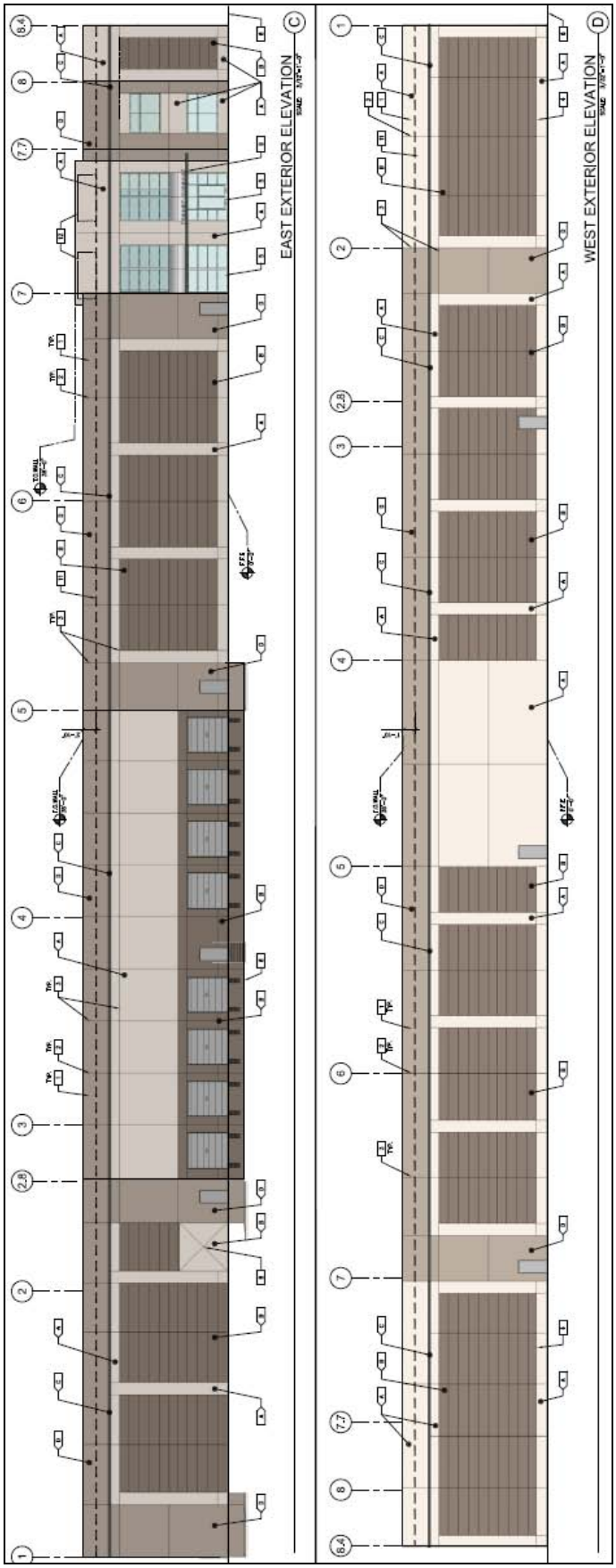


EXHIBIT 7
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: WARE MALCOMB

7. 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;
- To promote increased property valuation as a means to finance public services and improvements in the City; and,
- To ensure that the proposed development and 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.

8. 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).

9. SUMMARY OF ENVIRONMENTAL ANALYSIS

The environmental analysis included in the Initial Study Checklist format used by the City of Santa Fe Springs in its environmental review process. Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provided a response to the individual questions. For the evaluation of potential impacts, questions were stated and an answer was provided according to the analysis undertaken as part of the Initial Study's preparation. To each question, there were 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.

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;
Agricultural and Forestry Resources;
Air Quality;
Biological Resources;
Cultural Resources;
Geology and Soils;
Greenhouse Gas Emissions;
Hazards and Hazardous Materials;
Hydrology and Water Quality;
Land Use and Planning;
Mineral Resources;
Noise;
Population and Housing;
Public Services;
Recreation;
Transportation;
Utilities; and,
Mandatory Findings of Significance.

The Initial Study assisted 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. Table 1 is a summary of the Initial Study's findings.

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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**

Table 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) 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		
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
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	
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Biological Resources Impacts. *Would the project have a substantial adverse effect:*				
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**
Cultural Resources Impacts. *Would the project:*				
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
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Geology Impacts. *Would the project result in or expose people to potential impacts involving:*				
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
Greenhouse Gas Emissions Impacts. *Would the project:*				
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
Hazards and Hazardous Materials Impacts. *Would the project:*				
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
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**
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
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
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
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
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		

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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
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
Population and Housing Impacts. *Would the project:*				
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
Public Services Impacts. *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:*				
a) Fire protection services?			X	
b) Police protection services?				X
c) School services?				X
d) Other governmental services?				X
Recreation Impacts. *Would the project:*				
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

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
Transportation Impacts. *Would the project:*				
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**
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**
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**	

Table 1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
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 in power or natural gas facilities?				X
i) Result in a need for new systems, or substantial alterations in communication systems?				X
Mandatory Findings of Significance. *The approval and subsequent implementation of the proposed project:*				
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

10. 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.

The following mitigation is required as part of this project to ensure that potential air quality impacts 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 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 mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

Mitigation Measure No. 10 (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. 11 (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. 12 (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. 13 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 14 (Hydrology and Water Quality). The applicant will be required to install a sub-slab SVE system per requirements outlined by the Los Angeles Regional Water Quality Control Board.

The following measure will reduce the potential construction 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.

11. 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.

MITIGATION MONITORING AND REPORTING PROGRAM

XEBEC WASHINGTON BOULEVARD WAREHOUSE

11904 WASHINGTON BOULEVARD
SANTA FE SPRINGS, CALIFORNIA

LEAD AGENCY:

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

APRIL 9, 2015
SFSP 020

TABLE OF CONTENTS

1. OVERVIEW OF THE PROJECT

The City of Santa Fe Springs has received an application to construct a new 58,396-square foot industrial building at 11904 Washington Boulevard. The new building will consist of a 50,164-square foot warehouse and 8,232 square feet of office space including a 4,116-square foot mezzanine located in the northeast corner of the proposed building. A total of 93 parking stalls and eight dock high positions will be installed. Access to the new warehouse will be provided by curb cuts on the south side of Washington Boulevard. In addition, an existing 30-foot access easement extends along the site's western edge and two gates will be installed at the two entrance points to the parking lot. The maximum height of the proposed building will be 38 feet. Lastly, a total of 13,425 square feet will be dedicated to landscaping.

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 water quality impacts are mitigated:

Mitigation Measure No. 10 (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. 11 (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. 12 (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. 13 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant will be required to install a sub-slab SVE system per requirements outlined by the Los Angeles Regional Water Quality Control Board.

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.

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)*	*Prior to the issuance of building permits* ● Mitigation ends at the completion of the design phase.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
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)*	*Prior to the issuance of building permits* ● Mitigation ends at the completion of the design phase.	Date: Name & Title:
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)*	*During the project's construction phase.* ● 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 damped 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)*	*During the project's construction phase.* ● 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)*	*During the project's construction phase.* ● 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)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
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)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
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)*	*During the project's construction phase.* ● 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)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 10 (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)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 11 (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)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 12 (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:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 13 (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. 14 (Hydrology and Water Quality). The Applicant will be required to install a sub-slab SVE system per requirements outlined by the Los Angeles Regional Water Quality Control Board.	City of Santa Fe Springs Planning and Development Department and City Engineer ● *(Applicant is responsible for implementation)*	*During the project's construction phase.* ● 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:

CONSENT AGENDA

Alcohol Sales Conditional Use Permit Case No. 9

Compliance review of Alcohol Sales Conditional Use Permit Case No. 9 to allow the continued operation and maintenance of an alcoholic beverage sales use involving the sale of alcoholic beverages for on-site customer consumption at The Holiday Tavern, located at 10915 Norwalk Boulevard in the Community Commercial (C-4) Zone. (The Holiday Tavern)

RECOMMENDATIONS

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before April 13, 2020, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

The Holiday Tavern has operated at 10915 Norwalk Boulevard since October 1964. The tavern initially operated as a restaurant/bar providing food, beer and wine, for on-site customer consumption. The tavern has been generally known for its live entertainment in the form of female topless performers. Over the years the tavern's management decided to eliminate the food service, but to continue the entertainment portion accompanied by the sale of alcoholic beverages for on-site customer consumption.

This Permit has been granted several time extensions since it was initially approved in 2000. This matter is now before the Planning Commission because the last time extension requires a compliance review and report to determine if the business and the alcoholic beverage use is being conducted in compliance with the conditions of approval and all applicable laws.

CALLS FOR SERVICE

Over the past year, Police records indicate that The Holiday tavern had a total of 29 calls for service. Approximately 10 calls were related to disturbances. Other calls for service were related to traffic collisions, false alarms, and calls unrelated to the tavern itself, such as traffic stops to the front of the location. The rate of calls is encouraged by law enforcement staff to make sure that any disturbance within or

outside of the operation is immediately suppressed by police presence.

COMPLIANCE REVIEW REPORT

As part of the permit review process, Staff conducted a walk through of the subject site to ensure compliance with regulatory ordinances, conditions and codes. During the walk-through Staff found the property and business operation in full compliance with all local codes, the conditions of approval and their regulatory permit which allows adult entertainment.

Management employs security personnel that patrol the parking lots and premises to discourage drinking or congregating within the exterior areas. Each security guard and the tavern staff (performers are exempt) is required to submit a daily log to management, even if there are no incidents. When an incident does occur, each security guard and tavern employee is to submit their own signed incident report.

Staff also reviewed the tavern's video surveillance system and found the system to be of the highest level in security systems employing internet access via electronic computer pads.

Staff has not received any complaints stemming from the use or from the sale of alcoholic beverages. Staff further contacted the Alcohol Beverage Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations and there has not been any incident to require further ABC investigation.

Considering staff's findings, and the fact that the applicant has complied with all of the conditions of approval, Staff believes that changes to the conditions are not warranted at this time. Staff is recommending another compliance review and status report in five years, by April 13, 2020. It should be noted that this matter may come back to the Planning Commission should violations occur and cannot be resolved by the business owners, or if any modification of the approved conditions of approval is warranted.

CONDITIONS OF APPROVAL

Staff did not add any additional Conditions of Approval, but made a time change to Item No. 13.

1. That the sales, service, and consumption of alcoholic beverages shall not be permitted between the hours of 2:00 a.m. and 10:00 a.m. each day of the week or as indicated by the Department of Alcoholic Beverage Control.

2. That the Type 41 Alcoholic Beverage Control License, allowing the onsite consumption of beer and wine, shall be restricted to the sale and consumption of alcoholic beverages on the premises only. The applicant shall not sell alcoholic beverages for transport or consumption off the subject premises.

3. That alcoholic beverages shall not be consumed on any other property than the subject licensed premise under the control of the licensee/applicant.

4. That the applicant shall be responsible for maintaining control of litter on the subject property generated by or originating from the subject site.

5. That solicitation of drinks is prohibited; that is, an employee of the licensed premises shall not solicit alcoholic beverages from customers. Refer to Section 303 of the California Penal Code and Section 25647 of the Business and Professions Code.

6. That there will be a corporate officer or manager, twenty-five years of age or older, on the licensed premises during all public business hours, who will be responsible for the alcohol sales activity. The general manager and any newly/subsequent hired manager(s) of the licensed premise shall obtain an ABC Manager's Permit, and the City of Santa Fe Springs Director of Police Services shall be provided a copy of said Permit including the name, age, residential address, and related work experience of the intended manager prior to the manager assuming manager's responsibilities.

7. That the maximum number of occupants shall be established by the City Fire Marshall according to an approved floor plan. A maximum occupancy placard shall continue to be posted in a conspicuous place on the premises. This occupancy limitation shall not be violated.

9. The City's Director of Police Services may, at his discretion, require amendments to the Security Plan to assure the protection of the public's health, welfare, and safety.

10. It shall be unlawful for any person who is intoxicated, or under the influence of any drug, to enter, be at, or remain upon the licensed premises as set forth in Section 25602(a) of the Business and Professions Code.

11. That in the event the owner(s) intend to sell, lease or sublease the subject business operation or transfer the subject permit to another owner/applicant or licensee, the Director of Police Services shall be notified in writing of said intention not less than 60 (sixty) days prior to signing of the agreement to sell, lease or sublease.

12. That a copy of these conditions of approval be posted and maintained with a copy of the City Business License and Fire Department permits, in a place conspicuous to all employees of the location.

13. ***That this Permit shall be subject to a compliance review in five years, no later than April 13, 2020, to ensure the alcohol beverage storage activity is still operating in strict compliance with the original conditions of approval. At which time the applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***

14. That all other applicable requirements of the City Zoning Ordinance, California Building Code, California Fire Code, Business & Professions Code, the determinations of the City and State Fire Marshall, and all other applicable regulations shall be strictly complied with.

15. That this Permit shall not be effective for any purpose until the applicant has filed with the City of Santa Fe Springs an affidavit stating that he is aware of and accepts all the conditions of this permit.

16. That violation of any condition of this permit, or a violation of any law, statute or ordinance by ownership, management or employee in the performance of their duties, or violations resulting from the lack of management due diligence shall constitute grounds for revocation of this permit, subject to all procedural and substantive safeguards conferred by City's Municipal Code and other applicable laws.

Dino Torres
Director of Police Services

Attachment(s)
1. Vicinity Map

Location Map

Alcohol Sales Conditional Use Permit Case No. 9
Located at
The Holiday Tavern
10915 Norwalk Blvd
Santa Fe Springs

CONSENT AGENDA

Alcohol Sales Conditional Use Permit Case No. 43

Compliance review of Alcohol Sales Conditional Use Permit Case No. 43 to allow the continued operation and maintenance of an alcoholic beverage sales use for on-site consumption by Mariscos Sol Y Mar Restaurant located at 8021 Norwalk Boulevard, within the Cefalia Center in the Community Commercial (C-4) Zone. (Ramona Valdez, Mariscos Sol Y Mar Restaurant)

RECOMMENDATIONS

That the Planning Commission, based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before April 13, 2020, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

BACKGROUND

The family owned and operated restaurant offers Mexican seafood dishes accompanied by beer and wine sales. The subject restaurant is within the Cefalia Center at 8021 Norwalk Boulevard. The restaurant has been in existence since the center was constructed in 1962; however, the restaurant has gone through several ownership and name changes. The last ownership change occurred in June 2007, when Mrs. Ramona Valdez acquired the restaurant and opened it under the new name of Mariscos Sol Y Mar. Currently, the restaurant holds a Type 41 license issued by the California Department of Alcohol Beverage Control for the sale of beer and wine for on-site customer consumption.

This Permit has been granted several time extensions since it was initially approved in 2008. This matter is now before the Planning Commission because the last time extension imposed a compliance review and report to determine if the business and the alcoholic beverage use is being conducted in compliance with the conditions of approval and all applicable laws.

CALLS FOR SERVICE

There have been calls for service to the location and/or the shopping center, however, none of the calls are related to the sale of alcoholic beverages or to the restaurant's customers.

COMPLIANCE REVIEW REPORT

As part of the permit review process, Staff conducted a walk through of the subject site to ensure compliance with regulatory ordinances, conditions and codes, and found the property and business operation in full compliance.

Staff has not received any complaints stemming from the use or from the sale of alcoholic beverages. Staff further contacted the management for the Cefalia Center which stated that they have not received any complaints nor have witnessed any unusual circumstances as a result of the sale of alcoholic beverages. Staff also checked with the Alcohol Beverage Control (ABC) and found that the establishment is in full compliance with all of the ABC regulations and there has not been any incident to require further ABC investigation.

Considering this favorable track record, and the fact that the applicant has complied with all of the conditions of approval, Staff believes that changes to the conditions are not warranted at this time. Staff is recommending another compliance review and status report in five years, by April 13, 2020. It should be noted that this matter may come back to the Planning Commission should violations occur and cannot be resolved by the business owners, or if any modification of the approved conditions of approval is warranted.

CONDITIONS OF APPROVAL

Staff did not add any additional Conditions of Approval, but made a time change to Item No. 19.

1. That the sales, service and consumption of alcoholic beverages shall be permitted only between the business hours of 9:00 a.m. to 9:00 p.m., each day of the week or as permitted by the Alcohol Beverage Control.

2. That the Type 41 Alcoholic Beverage Control license allowing onsite consumption of beer and wine in connection with a bonafide eating establishment shall be restricted to the sale for consumption of alcoholic beverages on the subject site only; the use shall not sell alcoholic beverages for transport and\or consumption off the subject premises.

3. That the Type 41 Alcoholic Beverage Control license allowing the sale of alcoholic beverages only in conjunction with a bonafide public eating place shall not be exchanged for a public premises type license, nor operated as a public premises; thus alcoholic beverage sales shall not comprise more than 25% of gross sales.

4. That the applicant and/or her employees shall not allow any person who is intoxicated or under the influence of any drug, to enter, be at, or remain upon the licensed premises, as set forth in Section 25602(a) of the Business and Professions Code.

5. That the applicant and/or his employees shall not sell, furnish or give any alcoholic beverage to any person under 21 years of age, as set forth in Section 25658 (a) of the State Business and Professions Code.

6. That the applicant and/or his employees shall not permit any person under 21 years of age to sell alcoholic beverages.

7. That solicitation of drinks is prohibited; that is, an employee of the licensed premises shall not solicit alcoholic drinks from customers. Refer to Section 303 of the California Penal Code and Section 25657 of the Business and Professions Code.

8. That it shall be the responsibility of the applicant and/or his employees to ensure that all alcoholic beverages purchased on the subject site shall be consumed within the business establishment.

9. That the applicant and/or his employees shall not allow any person to loiter on the subject premises, shall report all such instances to the City's Police Services Center.

10. That a maximum occupancy placard shall be maintained posted over each doorway. This occupancy limitation shall not be violated at any time.

11. That streamers, banners, pennants, whirling devices or similar objects that wave, float, fly, rotate or move in the breeze shall be prohibited unless approved by the Director of Planning and Development. A written request shall be submitted to the Department of Planning and Development 30 days prior to date the Applicant desires to use such advertisements.

12. That vending machines, water machines, pay telephones and other similar equipment shall not be placed outdoors visible from the street or adjacent properties.

13. That there shall be no live entertainment, amplified music or dancing permitted on the premises at any time.

14. That there shall be no pool tables or coin-operated games maintained upon the premises at any time.

15. That there shall be no bar or lounge area upon the licensed premises maintained for the primary purpose of alcohol sales or consumption of alcoholic beverages directly to patrons for consumption.

16. That in the event the applicant intends to sell, lease or sublease the subject business operation or transfer the subject permit to another owner/applicant or

licensee, the Director of Police Services shall be notified in writing of said intention not less than 60 (sixty) days prior to signing of the agreement to sell, lease or sublease.

17. That a copy of these conditions shall be posted and maintained with a copy of the City Business License and Fire Department permits, in a place conspicuous to all employees of the location.

18. That failure to comply with the foregoing conditions of approval shall be cause for procedures to suspend and/or revoke this permit.

19. ***That this Permit shall be subject to a compliance review in five years, no later than April 13, 2020, to ensure the alcohol beverage storage activity is still operating in strict compliance with the original conditions of approval. At which time the applicant may request an extension of the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval.***

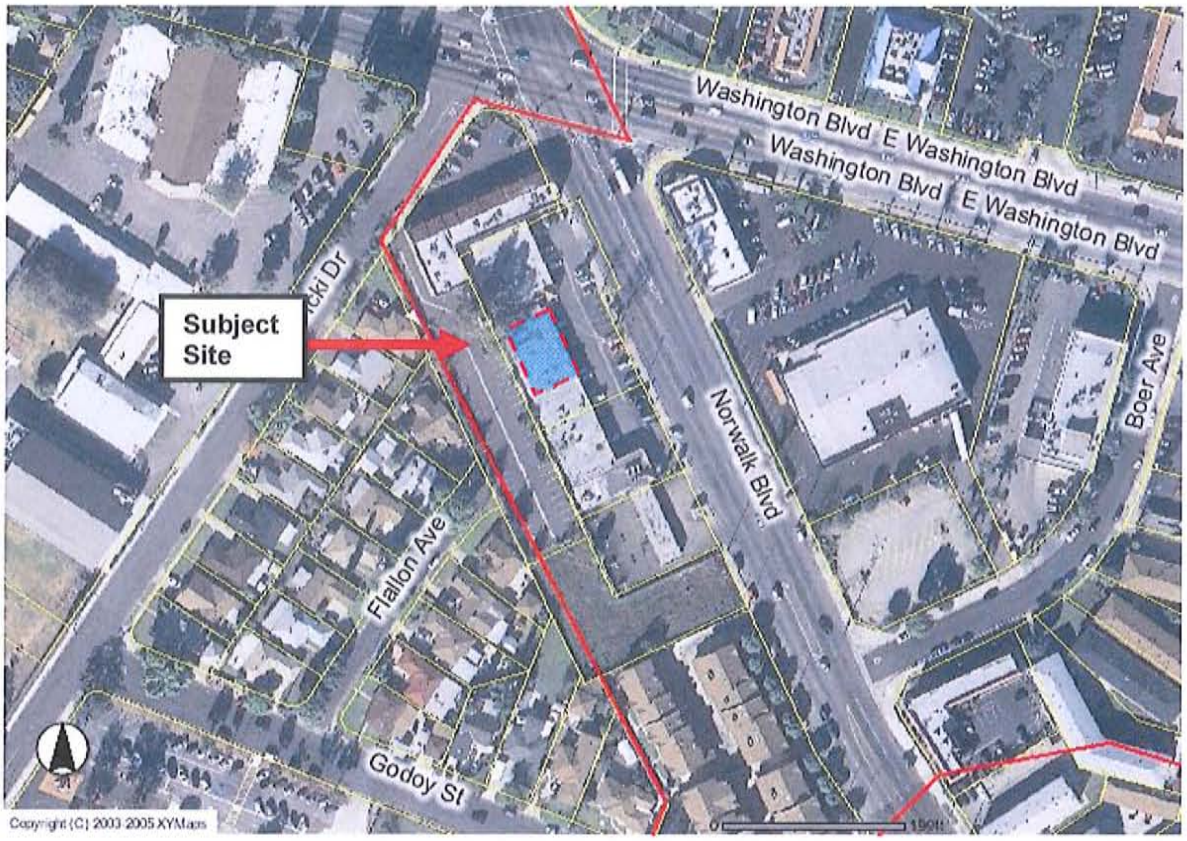
20. That all other applicable requirements of the City Zoning Ordinance, California Building Code, California Fire Code, Business & Professions Code, the determinations of the City and State Fire Marshall, and all other applicable regulations shall be strictly complied with.

21. It is hereby declared to the intent that if any provision of this permit is violated or held to be invalid, or if any law, statute, or ordinance is violated the permit shall be void and the privileges granted hereunder shall lapse.

Dino Torres
Director of Police Services

Attachment(s)
1. Vicinity Map

Location Map



Alcohol Sales Conditional Use Permit Case No. 43
Located at
Mariscos Sol Y Mar Restaurant
8021 Norwalk Blvd
Santa Fe Springs

CONSENT ITEM

Modification Permit Case No. 1152-4

A compliance review for a modification permit allowing the reduction of required parking related to a 2,569 sq. ft. storage mezzanine within the existing industrial warehouse building located at 13181 Flores Street, (APN: 8011-014-056), in the M-2, Heavy Manufacturing Zone. (Kenon Electronics, Inc.)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the continued reduction of required parking spaces, if conducted in strict compliance with the conditions of approval, will not adversely affect the 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 Zone Modification Permit Case No. 1152, be subject to a compliance review in ten (10) years, on or before, April 13, 2025, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

The subject property measures approximately 18,960 square feet (.44 acres) and is located on the north side of Flores Street, to the west of Painter Avenue at 13181 Flores Street. It is developed with a 9,508 sq. ft. concrete tilt-up building, also known as Building "C" of the Painter Business Park.

The applicant, Kenon Electronics, Inc., is a distributor of electronic goods. Kenon Electronics relocated to the subject property and modified it to accommodate the full operation of the company. This required more interior storage space and, as a result, Kenon Electronics built a 2,569 sq. ft. mezzanine addition over the existing warehouse area for unoccupied storage purposes only. The mezzanine area is used to store electronic parts, components and miscellaneous packaging supplies.

With the addition, the required number of off-street parking spaces as per the City of Santa Fe Springs Zoning Regulations increased from 18 to 24. The property was unable to provide the six (6) additional parking spaces; therefore, the applicant

requested a Modification of Property Development Standards to not provide six (6) of the required twenty-four (24) off-street parking spaces.

Kenon Electronics, Inc. was initially granted Planning Commission approval for the subject modification permit on January 12, 2004 for a period of one year, and subsequently was granted four time extensions thereafter:

- 02/16/2005: An administrative time extension of one year as the building was not yet finished and ready for occupancy.
- 01/23/2006: Planning Commission granted a one year time extension
- 02/13/2007: Planning Commission granted a three year time extension
- 02/09/2010: Planning Commission granted a five year time extension

On January 28, 2015, the applicant requested a time extension to allow them to continue utilizing the mezzanine for storage purposes.

STAFF CONSIDERATIONS

Kenon Electronics employs twelve (12) persons, which demands fewer than the eighteen (18) parking spaces available onsite. While the mezzanine does add square footage to the overall size of the building, it is unoccupied storage area that does not result in an increase in the total number of employees. It should be noted that the Modification Permit was granted specifically to Kenon Electronics. A condition of approval requires the storage mezzanine to be removed, if Kenon Electronics decides to move, sell, leases, or otherwise vacate the property. The Planning Commission, however, should note that the original building was already approved for a 982 square foot mezzanine; therefore, the requirement for removal would only apply to 1,587 square feet of the overall 2,569 square foot mezzanine.

Kenon Electronics has occupied the site for eleven (11) years now. There has been no evidence to suggest that not providing the six (6) parking spaces required for the mezzanine area has been detrimental to the adjacent properties or to the community in general. Moreover, Staff conducted inspections of the subject site that revealed that no violations are occurring on the subject property.

For the reasons stated, Staff is recommending that the Planning Commission extend the subject Modification Permit for an additional ten (10) years until April 13, 2025, subject to the attached conditions of approval.

CONDITIONS OF APPROVAL

NOTE: Changes to existing conditions are provided as a strike-through or bold.

FIRE DEPARTMENT – FIRE PREVENTION DIVISION:
(Contact: Brian J. Reparuk 562.868-0511 x3716)

1. That the applicant continues to provide clear aisles that meet the minimum aisle widths as required by the Fire and Building Codes. ***(Ongoing)***

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562.868-0511 x3320)

2. That the applicant shall provide an emergency phone number and a contact person to the Department of Police Services and the Fire Department no later than 30 days from the date of the approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day. ***(Ongoing)***

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

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Gurdeep Kaur 562.868-0511 x7353)

4. That the Department of Planning and Development shall first review and approve all new sign proposals for the building to ensure it meets the standards established in the approved sign program for the Painter Business Park. ***(Ongoing)***

5. That eighteen (18) off-street parking spaces shall be made continuously available on the subject site at all times as shown on the site plan submitted by the applicant and on file with this case. ***(Ongoing)***

6. That the area of the mezzanine shall be used only for storage purposes. The use of the mezzanine for occupied office purpose is expressible prohibited and shall result in the privileges granted hereunder becoming null and void. ***(Ongoing)***

7. That the applicant acknowledges that the City is granting this Permit for the sole benefit of Kenon Electronics, and that Kenon Electronics shall remove a 1,587 sq. ft. portion of the existing mezzanine (with an approved Demolition Permit) if the property changes ownership or is subleased, sublet or when there is a change in use in the building. ***(Ongoing)***

8. That no portion of the required access driveways, off-street parking and loading areas, shall be used for outdoor storage, manufacturing, repackaging, assembly or similar uses at any time, unless approved by the Director of Planning and Development. ***(Ongoing)***

9. That ~~Reconsideration of~~ Modification Permit Case No. 1152 shall be **subject to a compliance review in** ~~valid for five (5) year~~ ***ten (10) years***, ~~until February 9, 2015~~ **on or prior to *April 13, 2025*. Approximately three (3) months** prior to **April 13, 2025,** ~~the expiration of the Modification,~~ the applicant ~~may~~ **shall** request**, in writing**, ~~that the City review the circumstances of the case to determine if an further~~ **an** extension of **the privileges granted herein, provided that the use has been continuously maintained in strict compliance with these conditions of approval**. ***(Ongoing- Revised).***

10. That ~~Reconsideration of~~ Modification Permit Case No. 1152 shall not be effective for any purposes until the applicant has ~~filed with the City of Santa Fe Springs an affidavit stating he is aware of and accepts all the conditions of this approval~~ **submitted a signed agreement to the Conditions of Approval to the Department of Planning and Development**. ***(Ongoing- Revised).***

11. It is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be void and the privileges granted hereunder shall lapse. ***(Ongoing)***

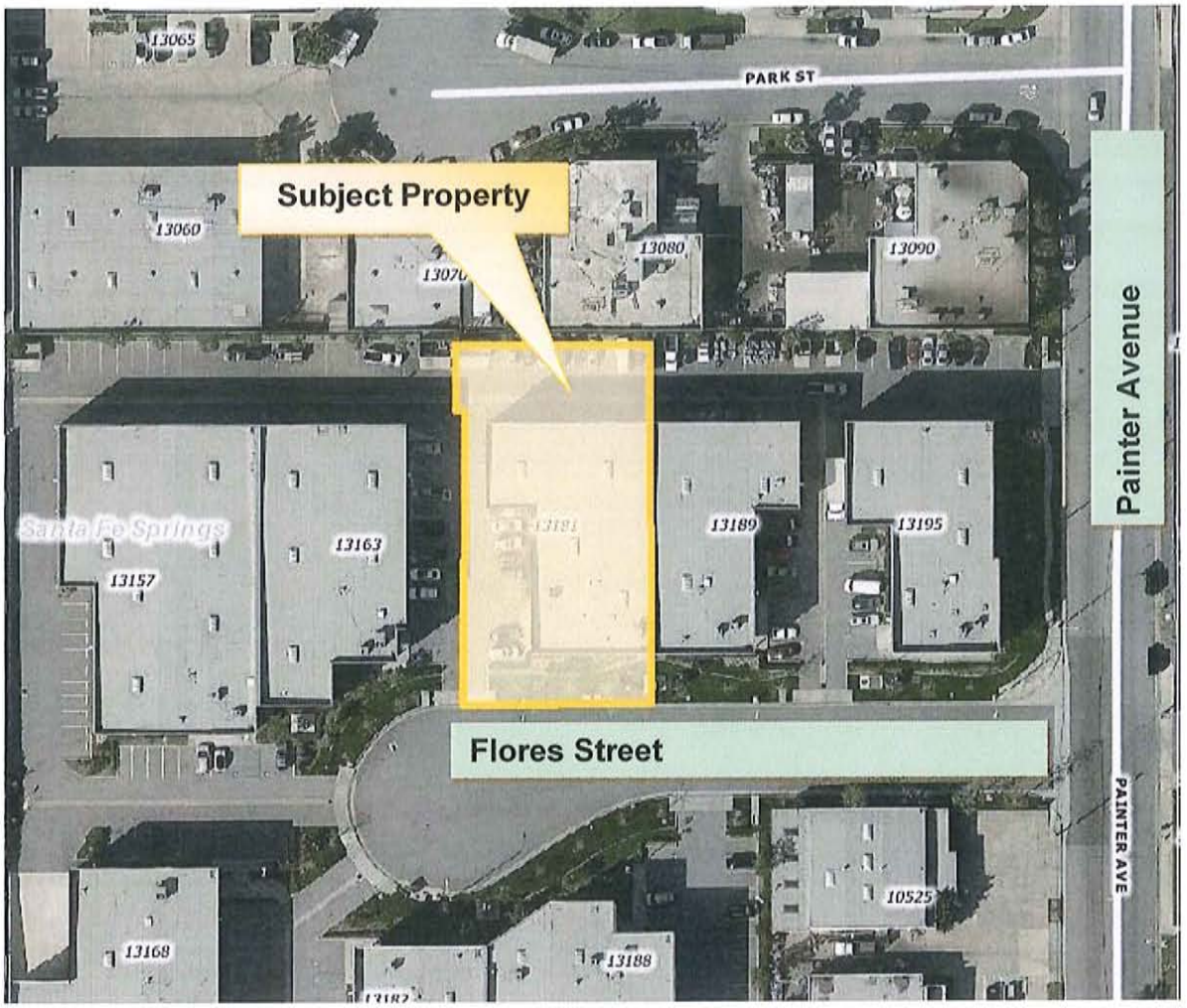
Wayne M. Morrell
Director of Planning

Attachment(s)
1. Aerial Photograph
2. Photograph of Subject Property
3. Time Extension Request Letter
4. Receipt

Report Submitted By: Gurdeep Kaur
Planning and Development Department

Date of Report: April 9, 2015

AERIAL PHOTOGRAPH



Modification Permit Case No. 1152-4
13181 Flores Street
(APN: 8011-014-056)

Report Submitted By: Gurdeep Kaur
Planning and Development Department

Date of Report: April 9, 2015

PHOTOGRAPH OF SUBJECT PROPERTY

TIME EXTENSION REQUEST LETTER

Kenon Electronics Inc.
13181 Flores St.
Santa Fe Springs CA.90670
Tel: 562.944.6560 fax: 562.944.6390

Jan 21, 2015

City of Santa Fe Springs, CA.

Dept of Planning and Development

Attn; Cuong Nguyen, Senior Planner

RE; Modification Permit Case No. 1152

Regarding the subject permit expiring on the date Feb 9, 2015 we would like to request a review to expend with following statement.

1. There have not been any changes or alteration to the use of concerned area of mezzanine and we use it only for storage purpose as original approval.
2. For the process of this request, we include check $563.00 #19472

Your kindest review to extend this permit in your best consideration will be highly appreciated.

If you have any more information, please contact me.

Yours faithfully,
Kenon Electronics Inc.

David W Shin,
President & owner of property

01-28-15 1018573 CHECK 563.00

RECEIPT

City of Santa Fe Springs

DISTRIBUTION

FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT
110	317	4110	[illegible]		[illegible]

Kenon Electronics, Inc
(NAME)

13181 Flores St.
(ADDRESS)

Santa Fe Springs, CA 90670
(CITY AND STATE)

Fam. Modification - Compliance (MOD 1152)
(DESCRIPTION)

01-28-15 10L8573 CHECK 563.00

RECEIPT

CONSENT ITEM

Conditional Use Permit Case No. 613-3

A compliance review of a religious and educational facility located on the 1.92-acre, abandoned railroad right-of-way property between Slauson Avenue and Burke Street at 11690 Slauson Avenue and 11721 Burke Street, in the R-3-PD, Multiple Family Residential-Planned Development Overlay, Zone. (Steve Kladouris for Kingdom Hall of Jehovah's Witness).

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Find that the continued operation and maintenance of a religious and educational 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. 613-3, be subject to a compliance review in ten (10) years, on or before, April 13, 2025, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

BACKGROUND

In accordance with Section 155.093(H) of the City's Zoning Regulations, churches are required to obtain a Conditional Use Permit prior to commencement of such activities when said use is located in the R-3, Multiple-Family Residential, Zone.

Jehovah's Witnesses meet together in some 91,000 congregations in over 230 lands and islands to study the bible. The meeting places, called Kingdom Halls, are not meant to be elaborate structures, but modest centers for Bible education. Kingdom Halls are used exclusively for worship and are not used by the congregation for recreational programs, fund raising activities or social services such as childcare. Kingdom Halls include a library containing Bible study aids, dictionaries and other reference works. The library is available to all who attend meetings at Kingdom Halls.

Kingdom Hall of Jehovah's Witness was initially granted Planning Commission approval to establish, operate, and maintain a church facility on September 15, 2003 for a one-year time period. Three time extensions have been subsequently granted: a

one-year administrative extension on September 15, 2004; a one-year extension on March 13, 2006; and a five-year extension on October 8, 2007.

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:

- Plant shrubs and thereafter mulch the unfinished areas adjacent to the new concrete pad located adjacent to the northerly and southerly buildings.

Staff recently verified that the applicant has completed the above-referenced item; consequently, the applicant is now in full compliance with the existing conditions of approval. Staff finds that if the church 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 613-3 be subject to a compliance review in ten (10) years 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.

POLICE SERVICES DEPARTMENT:
(Contact: Margarita Munoz 562.868.0511 x3319)

1. ~~That the owner shall submit for approval, to the Police Services Department, a lighting and security plan for the property. The lighting shall be installed to provide adequate lighting throughout the property. 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 a public nuisance.~~ **(condition satisfied)**

2. ~~That no vehicles shall park on the public street. In addition, any vehicles associated with the property shall not obstruct or impede any traffic.~~ **(condition satisfied)**

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Cuong Nguyen 562.868-0511 x7359)

3. That no portion of the required off-street parking area shall be used for outdoor storage of any type or for special event activities, unless approved by the

Director of Planning ~~and Development~~ and the Fire Marshall. **(revised - ongoing)**

4. That all vehicles shall be parked on the subject site at all times. Off-site parking is not permitted and may result in the restriction or revocation of privileges granted under this Permit. **(ongoing)**

5. That church services shall only be conducted in the auditorium as shown on the plot plan submitted by the applicant and on file with this case. At no time shall church services be conducted in any other area of the buildings. **(ongoing)**

6. ~~That the owner shall acquire a Business Operations Tax Certificate (BOTC) from the Department of Finance and submit an approved Statement of Intended Use Form to the Santa Fe Springs Fire Department.~~ **(condition satisfied)**

7. That the owner/developer shall not sublet, lease or rent the proposed development without prior approval from the Director of Planning ~~and Development.~~ **(revised - ongoing)**

8. That all future fences, walls, signs and similar improvements for the development shall be subject to the approval of the Fire Department and the Department of Planning and Development. **(ongoing)**

9. That the owner shall submit plans and obtain the required permits and approvals for ~~all existing~~ **any future** signs on the subject property. 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 26" maximum size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and related sign guidelines of the City. **(revised - ongoing)**

10. That the existing development shall remain substantially in accordance with the plot plan, floor plan, and elevations submitted by the owner and on file with the case. **(ongoing)**

11. That all 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. **(ongoing)**

12. That ~~Reconsideration of~~ Conditional Use Permit Case No. 613-3 shall be subject to a compliance review in ten (10) years, until April 13, 2025. Approximately three (3) months before April 13, 2025, the owner 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)**

~~13. That Reconsideration of Conditional Use Permit Case No. 613 shall not be effective for any purpose until the owner has filed with the City of Santa Fe Springs an affidavit stating he/she is aware of and accepts all of the required conditions of approval.~~ **(condition satisfied)**

14. That the owner, West Congregation of Jehovahs Witnesses, 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. 613-**3**, 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)**

Wayne M. Morrell
Director of Planning

Attachment(s)
1. Aerial Photograph
2. Photograph of Subject Property
3. CUP Extension Request Letter

Aerial Photograph

CITY OF SANTA FE SPRINGS

AERIAL PHOTOGRAPH

NORTH

Conditional Use Permit Case No. 613-3

APPLICANT: Kingdom Hall of Jehovah's Witnesses

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: January 7, 2015

Photograph of Subject Property

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: January 7, 2015

CUP Extension Request Letter

Date: 2/9/15

Mr. Cuong Nguyen
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Subject: Extension Request for CUP Case No. 613, Kingdom Hall of Jehovah's Witnesses

Dear Sir,

I hope this letter finds you doing well. Pursuant to our extension request letter dated June 1, 2012 we are again submitting an extension request at this time. Our utilization of our facility has not changed since our CUP was last extended. In addition we respectfully ask that our CUP be extended to at least a period of 10 years.

We very much appreciate the cooperation and support we have received from your department and we thank you in advance for your attention to this matter.

Best Regards,

Kingdom Hall of Jehovah's Witnesses
11690 Slauson & 11721 Burke St.
C/o Steve Kladouris, Chairman

CUP Extension Request Letter (Cont.)

City
of
Santa Fe Springs

DISTRIBUTION

FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT
110	[illegible]	4110	[illegible]		[illegible]

KINGDOM HALL OF JEHOVAH'S WITNESS
(NAME)

11690 CLAUSON AVE
(ADDRESS)

WHITTIER, CA 90606
(CITY AND STATE)

COMPLIANCE REVIEW
(DESCRIPTION)

RECEIPT 02-23-15 1CL9884 CHECK 563.00

CONSENT ITEM

Conditional Use Permit Case No. 736

Request for a one (1) year extension of Conditional Use Permit (CUP) Case No. 736 to allow the continued operation and maintenance of a food processing facility using poultry and pork products to produce broth on property located at 13930 Borate Street (APN: 8069-007-046), in the M-2, Heavy Manufacturing zoning district. (Wakou USA)

RECOMMENDATION

Staff recommends that the Planning Commission take the following action:

Approve a one (1) year extension of time for CUP Case No. 736 to April 13, 2016, subject to the conditions of approvals contained within this staff report and in the original staff report dated December 10, 2012.

BACKGROUND

On December 10, 2012, the Planning Commission approved CUP Case No. 736 to allow the establishment, operation, and maintenance of a food processing facility at 13930 Borate Street. The CUP was approved for a one (1) year time period, until December 10, 2013. The applicant was unable to initiate the business operation due to unexpected delays with their tenant improvement project. The CUP was then granted a one (1) year extension on November 12, 2013 until December 10, 2014. However, further delays in the completion of the factory portion of the building has prohibited the applicant from operating their business and is therefore requesting that a second time extension be granted.

ZONING CODE REQUIREMENTS

Section 155.721 of the City's Zoning Regulations specifies that a conditional use permit, which has not been utilized within 12 months, shall become null and void. However, the Code also provides that an extension of time may be granted by Commission or Council action (see Code Section below).

City of Santa Fe Springs – Zoning Regulations
Section 155.721 – Expiration

(A) Unless otherwise specified in the action granting a conditional use permit, said conditional use permit which has not been utilized within 12 months from the effective date shall become null and void. Also the abandonment or nonuse of a conditional use permit for a period of 12 consecutive months shall terminate said conditional use permit and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

STAFF REMARKS

As noted previously, the recent CUP approval becomes null and void after 12 months if it is not utilized. The applicant is therefore asking that the Planning Commission extend the CUP for an additional year to allow time him to commence his business operation.

Staff finds the request to extend the CUP is appropriate since the applicant has not had an opportunity to enjoy the privileges of the CUP given that his tenant improvement project is taking much longer than originally anticipated. Staff recommends that the Planning Commission approve a one (1) year time extension, to April 13, 2016, subject to the conditions of approval as contained within this staff report and in the original staff report dated December 10, 2012.

CONDITIONS OF APPROVAL

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Elijio Sandoval 562.868.0511 x 7356)

1. That the applicant shall continue to adhere to the conditions of approval as stated within the original staff report dated December 10, 2012.

2. That CUP Case No. 736, if not utilized within 12 months from the effective date shall become null and void. Also, the abandonment or nonuse of CUP Case No. 736 for a period of 12 consecutive months shall terminate said conditional use permit and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council Action.

3. It is hereby declared to be the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Director of Planning

Attachments:
1. Letter Requesting Time Extension
2. Copy of Original Staff Report dated December 10, 2012

Request for Time Extension

GENE CIPPARONE

March 18, 2015

Mr. Cuong Nguyen
Senior Planner
City of Santa Fe Spring
11710 Telegraph Road
Santa Fe Springs, CA 90670

Subject: Wakou USA Conditional Use Permit – Case No. 736
13930 Borate Street, Santa Fe Springs, CA 90670

Re: Extension of CUP

Mr. Nguyen,

As you have requested, Wakou has been delayed in completing the Factory portion of their facility due to many circumstances such as: 1) design/purchase/fabrication of all cooking equipment by a single vendor; 2) submittal to the County Health Department; 3) design and submittal of the required HVAC system, especially required 'hoods' for the cooking equipment to the County. All the while the general contractor has been on site and working around the delays to complete the project.

We have experienced extreme delays with the County in the checking of the Mechanical Plans. That delay has been for up to 2-3 months before a response with or without corrections (mostly with corrections). Due to the complexity of the cooking process, this has led to setting meetings with the plan checker which has also been extremely difficult. Please let the City know that we are doing everything we can to get the required permits and to be operational. Our general contractor has given us a date of June 15, 2015 for occupancy and final sign off by the city.

If you have any other questions, please feel free to call or email.
Thanks for your assistance in this matter.

Sincerely,

Gene Cipparone,
President

CC Koichi Kawaii, West Wing Corporation, Project Management for Wakou USA

GENE CIPPARONE ARCHITECT, INC. ☐ ARCHITECTURE•PLANNING•INTERIOR DESIGN
10525 Vista Sorrento Parkway ☐ Suite 120 ☐ San Diego, CA 92121
☐ E-mail:gene@cipparone.com ☐ fax: 858 587-9199 ☐ voice: 858 587-9100

PUBLIC HEARING

Conditional Use Permit Case No. 736 and Environmental Document (Initial Study/Mitigated Negative Declaration)

A request for approval to establish, operate and maintain a food processing facility using poultry and pork products to produce broth, on the property located at 13930 Borate Street (APN: 8069-007-046), in the M-2, Heavy Manufacturing, Zone. (Wakou USA 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 CUP Case No. 736, and thereafter close the Public Hearing.

2. Find and determine that CUP Case No. 736 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.

3. Approve and adopt the proposed Mitigated Negative Declaration/Initial Study and Mitigation Monitoring and Reporting Program, which, based on the findings of the Initial Study and the proposed mitigation measures, indicates that there is no substantial evidence that the approval of DPA Case No. 878 will have significant adverse effects that cannot be mitigated to levels of insignificance.

4. Find and determine that the establishment, operation, and maintenance of a food process 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 Ordinance and consistent with the goals, policies and programs of the City's General Plan.

5. Approve Conditional Use Permit Case No. 673, subject to the conditions of approval as contained within this staff report.

BACKGROUND/DESCRIPTION OF REQUEST

The 43,996 sq ft property is located at 13930 Borate Street and is improved with a ±19,200 sq ft building constructed in 1980. Wakou USA is in negotiation to purchase the building to establish a food processing facility.

Business Information and Operations:

Name: Wakou Shokuhin Company, Ltd. (In Japan)
Address: 3-504-1 Zenibako, Otaru, Hokkaido, Japan
President: Mr. Kazuyama Akihiro

Product: Soup and Broth
Annual Sales: $64,000,000 (US)
Historical: Company founded in 1964 in Hokkaido, Japan
Went public in 2005 IPO: JASDAQ (in Japan)
Open US branch to expand international market share: 2013

California Operations:
Name: Wakou USA Inc
Address: 13930 Borate Street, Santa Fe Springs, CA 90670
Vice President: Mr. Masaru Iwata

Product: Soups and Broth
Annual Sales: To be Determined
Employees: 12

Factory Process:
Wakou will establish a complete processing and manufacturing facility at this location to produce and package seasoned broth for distribution to local clientele to enhance their product taste and texture.

Wakou will purchase seasoning and other ingredients for their operations from local vendors that will be delivered to the plant. These items will be delivered to the building using the existing truck doors along Borate Street. Those items will be placed in racking in the **'Ingredient Storage'** room and/or the **'Cooler'** or **'Freezer'** depending upon required temperature for storage. From this area, ingredients will be taken to the **'Vestibule'** off the Ingredient Storage room and into the **'Measuring/Weighing Room'** to be measured, etc. from their original packaging and prepared for use to meet the recipe of the final product (there are many recipes-products). That mixture will be taken to the **'Concentration & Mixing & Packing Room'** before entering the **'Extraction Room'** where it will be placed within tall and large kettles with water to cook. During the cooking operation, additional ingredients maybe added per the recipe until the product is ready for the next step. These

additional items would come from the **'Extraction ingredient Cooler'**. This product is emptied from the tall kettles into wheeled carts and taken to the **'Mixing/Blending Room'** where additional ingredients are added to finalize the product. It is then put into packaging equipment and a conveyor belt will push the final packaged product into the **'Packaging Room'** where staff will coordinate the individual packages into pre-assigned boxes with limited quantities. The next step is for staff to assembly these boxes into larger boxes for palletization for shipping. The pallets are then taken through a **'Vestibule'** into the **'Product Storage'** area.

They are placed on racks in either the large warehouse area (ambient temperature) or in either the **'Cooler'** (35 deg. F) or the **'Freezer'** (30 deg. F) as required for shipping.

Shipping and Receiving:
Receiving will take place at the existing truck dock doors on Borate Street. Shipping of new product will take place at the existing truck doors on Radburn Avenue.

USDA Supervision:
Wakou will purchase pre-packaged clean chicken bones and pork bones from local vendors for use in preparing their products in the beginning of their operations at this location. These products require that this facility fall under the supervision and control of the USDA with respect to operations and cleanliness each day. After use, these items will be removed from the premises each day and replaced with new for the following cooking cycle.

It is the future Wakou's intent is to purchase pre-packaged clean whole chickens from an authorized vendor for use in preparing some of their products.

All food waste will be removed using licensed and approved waste removal companies as required by the USDA. All drains within the buildings rooms that required daily cleaning will be directed to an underground clarifier unit to separate undesirable particles before entering the city's sewer system. All left over debris will be vacuumed out using a licensed food waste removal company.

Hours of Operation:
The business will operate between the hours of 7:00 am to 6:00 pm Monday through Friday.

Employee Count:
The initial employee count will be 12 at the time of our opening. The site has thirty-nine (39) parking stalls, which exceeds code for this use.

ZONING REGULATIONS REQUIREMENTS: CONDITIONAL USES

Pursuant to Section 155.243(D) (5), meat or fish products packaging, canning or processing shall be permitted in the M-2, Heavy Manufacturing Zone only after a valid conditional use permit has first been issued. Before granting a conditional use permit, the Planning Commission shall 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.

STREETS AND HIGHWAYS

The subject property is located at 13930 Borate Street, at the southwest corner of Borate Street and Radburn Avenue, both of which are local streets.

ZONING AND LAND USE

The subject property, as well as all surrounding properties, is zoned M-2, Heavy Manufacturing and developed with industrial uses, including warehouse distribution, manufacturing, and industrial offices.

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 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 November 29, 2012. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and Town Center on October 11, 2012, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

To date, staff has not received any correspondence from the surrounding property owners that received the notice nor has anyone called or inquired at the public counter upon receiving the posted notice.

ENVIRONMENTAL DOCUMENT- Mitigated Negative Declaration/Initial Study Prepared

Based on the Mitigated Negative Declaration and Initial Study, City staff has concluded that although the proposed project could have a significant effect on the environment, there will not be a significant effect with the incorporation of mitigation

measures pertaining to air quality (objectionable odors), hazardous materials, hydrology and water quality, traffic and circulation. The City, therefore, 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 Associates, and recognizes project design features, previous environmental evaluations, and standard construction and engineering practices, as contributing to avoidance of potential impacts.

The Notice of Intent to Adopt (NOI) the Mitigated Negative Declaration was posted with the L.A. County Clerk for the required 20-day public review on November 16, 2012. Similarly to the public hearing notice, Staff has not received any inquires regarding the proposed use.

FINDINGS/CONSIDERATIONS

Meat or fish products packaging, canning or processing is listed as a conditional use activity primarily for health and odor concerns and the need to regulate these operation to prevent said concerns from becoming a nuisance. The Planning Commission should also note that food-processing uses, particularly those involving meat, poultry and fish, are strictly regulated and closely monitored by several government agencies. These agencies include the Los Angeles County Health Department, the Los Angeles County Sanitation Department, the Industrial Waste Management Division of the City of Santa Fe Springs, and the United States Food and Drug Administration. These agencies are responsible for ensuring that the food products are properly handled and prepared for public consumption.

For the reasons stated in this report, staff finds and determines that the proposed food processing facility because of its location, size, operational characteristics, conditions of approval, and the regulatory oversight, will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the City in general. Staff is recommending that an initial one-year approval be granted, subject to the conditions of approval as contained within the staff report.

CONDITIONS OF APPROVAL:

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511x 3716)

1. That interior gates or fences are not permitted across required Fire Department access roadways unless otherwise granted prior approval by the City Fire Department.

2. 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. *Provide 5-year sprinkler certification for interior overhead system.

3. 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.

4. 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.

5. 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.

6. That signs and markings required by the Fire Department shall be installed along the required Fire Department access roadways.

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

7. 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.

8. 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.

9. That the owner/operator shall submit plumbing plans to the Fire Department Environmental Protection Division (EPD) and, if necessary, obtain an Industrial Wastewater Discharge Permit Application for generating, storing, treating or discharging any industrial wastewater to the sanitary sewer.

WASTE MANAGEMENT:
(Contact: Teresa Cavallo 562.868.0511 x7309)

10. 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.

POLICE SERVICES DEPARTMENT:
(Contact: Philip De Rousse – 562- 409-1850 x3319)

11. 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 no later than 60 days from the date of approval by the Planning Commission. Emergency information shall allow emergency service to reach the applicant or their representative any time, 24 hours a day.

12. That the existing building, 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.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Wayne M. Morrell 562.868-0511 x7362)

13. That the food processing use shall comply with Section 155.420 of the City's Zoning Regulation regarding the generation of objectionable odors. If there is a violation of this aforementioned Section, the property owner/applicant shall take whatever measures necessary to eliminate the objectionable odors from the operations in a timely manner. This may include, but not limited to, modification of the meat processing procedures, installation of new processing equipment, scrubber equipment, and so forth.

14. That no portion of the required off-street parking and loading areas shall be used for outdoor storage, manufacturing, or similar uses at any time.

15. 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 at ground level shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning and Development or designee.

a. 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.

16. That any waste generated by the use shall be disposed of in an approved manner on a regular basis and shall not be stored outdoors on the property.

17. That the processing use shall comply with all requirements of the City Zoning Ordinance, Building Code, Property Maintenance Ordinance, Fire Code and all other applicable County, State, and Federal regulations, as well as other governmental authorities, that regulate the processing of food.

18. That the Department of Planning and Development shall first review and approve all future 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.

19. That forty (40) on-site parking spaces shall be provided.

20. That prior to occupancy, all tenants shall submit a business license application to the Planning and Finance Departments for consideration of a Business Operations Tax Certificate (BOTC). A Statement of Intended Use form shall also be submitted to the Building and Fire Department for their approval.

21. That Conditional Uses Permit Case No. 736 shall be subject to a compliance review in one (1) year, to ensure the use is still operating in strict compliance with the conditions of approval.

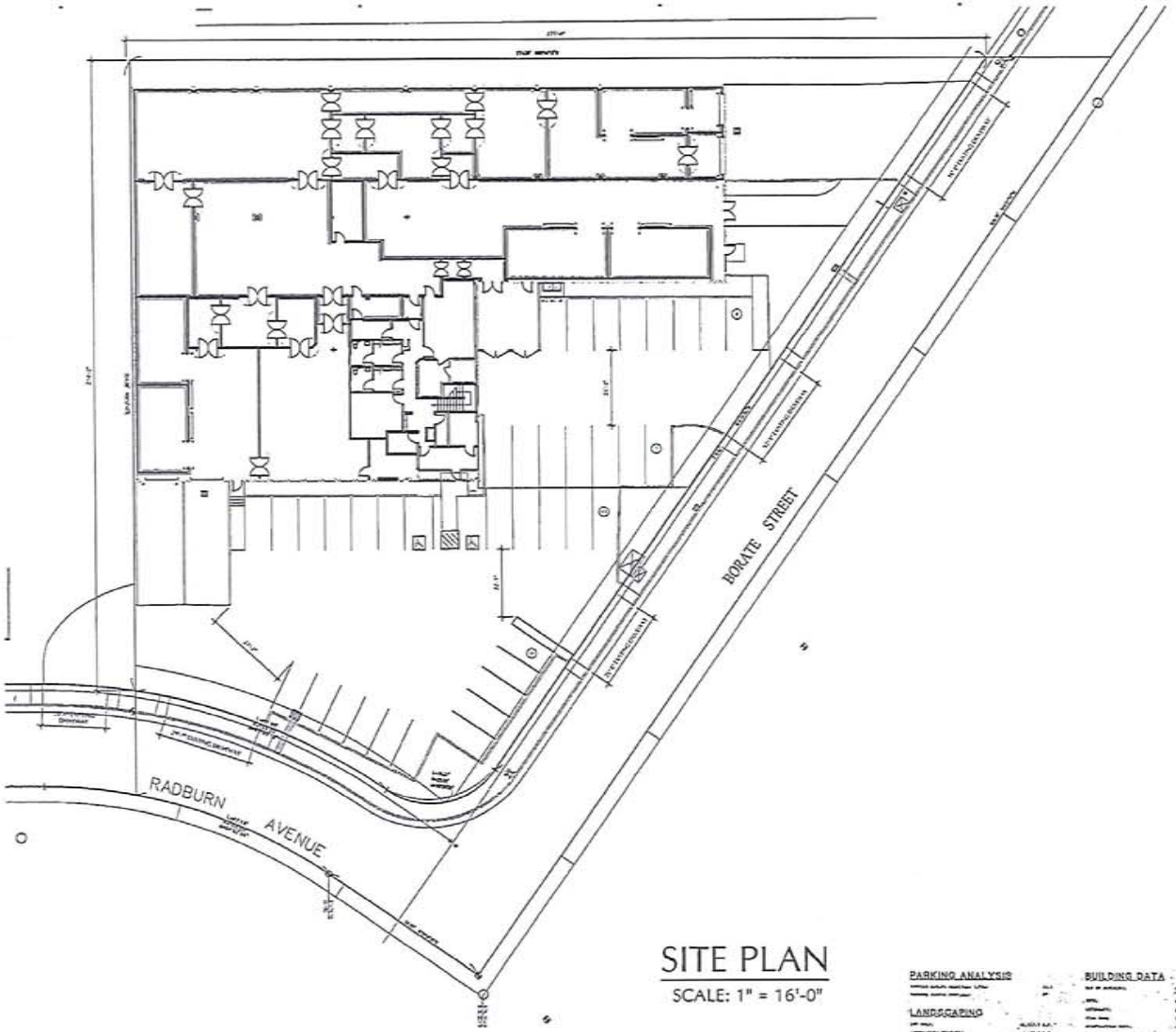
22. That it is hereby declared the intent that if any provision of this Permit is violated or held to be invalid, or if any law, statute or ordinance is violated, the Permit shall be void and the privileges granted hereunder shall lapse.

23. That Wakou USA 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 concerning Conditional Use Permit Case No. 736, 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.

Wayne M. Morrell
Director of Planning

Attachments:
1. Location Map - Aerial Photograph
2. Site Plan
3. Floor Plan
4. Application
5. Environmental Documents

LOCATION AERIAL-AERIAL PHOTOGRAPH
Conditional Use Permit Case No. 736
Wakou USA Inc
13930 Borate Street, Santa Fe Springs, CA 90670



WAKOU FACILITY

13930 BORATE STREET
SANTA FE SPRINGS, CALIFORNIA

CIPPARONE
GENE CIPPARONE - ARCHITECT, INC.
ARCHITECTURE • PLANNING • INTERIOR DESIGN
10935 VISTA SORRENTO PARKWAY, SUITE 120, SAN DIEGO, CALIFORNIA 92121
FAX: 858.587.9199 VOICE: 858.587.9100 EMAIL: GENE@CIPPARONE.COM

wing corporation

Issues and Revisions		
No.	Date	Issues and Revisions
	12.03.12	CUP FIRE APPROVAL

SITE PLAN

SCALE: 1" = 16'-0"

PARKING ANALYSIS

LANDSCAPING

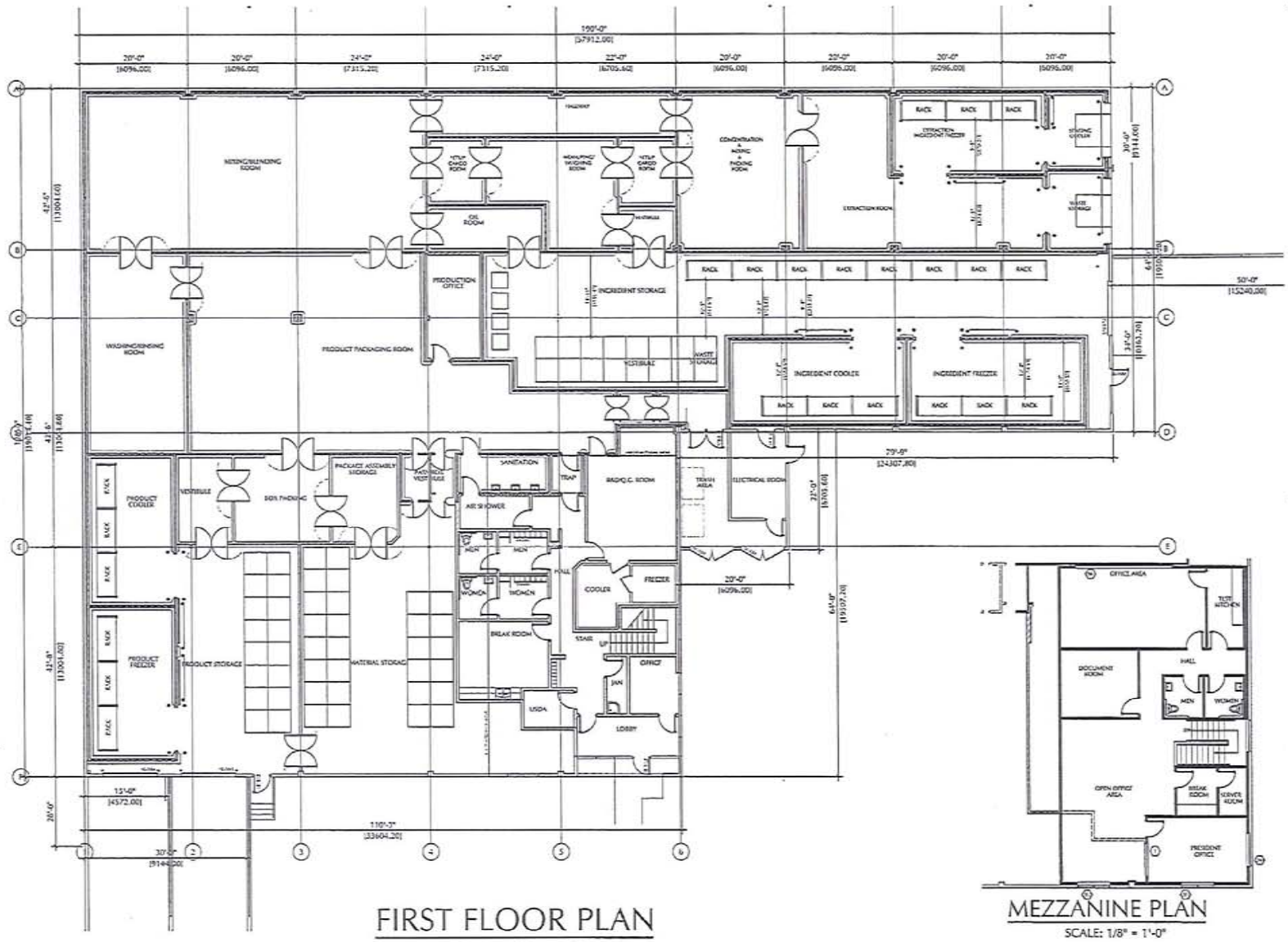
LEGAL DESCRIPTION

BUILDING DATA

BUILDING AREA JUSTIFICATION

Project Name	WAKOU FACILITY
Project Number	100012
Date	12.03.12
CAD File	U:\DWG\GENE\WEST\WAKOU
Description	SITE PLAN - CUP FIRE DEPT

A1.0



FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"

MEZZANINE PLAN

SCALE: 1/8" = 1'-0"

WAKOU FACILITY

13930 BORATE STREET
SANTA FE SPRINGS, CALIFORNIA

CIPPARONE ARCHITECTURE
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Westwing corporation

Issues and Revisions		
No.	Date	Issues and Revisions
	9.20.12	WAKOU REVISED PLANS FOR APPROVAL
	10.31.12	WAKOU REVISED PLANS FOR APPROVAL

Seal

Project Name	WAKOU FACILITY
Project Number	100012
Date	9.20.12
CAD File	L:\DWG\GENE\WEST\WAKOU
Description	FLOOR PLANS

A2.0

RECEIVED
AUG 2 9 2012
Planning Dept.

City of Santa Fe Springs

Application for

CONDITIONAL USE PERMIT (CUP)

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 the nearest cross street): 13930 Borate Street

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) A portion of Parcel 2 of the Parcel Map 1882 PMB 29A0 in the Cityof Santa Fe Springs, County of Los Angeles, State of California.

Record Owner of the property:
Name: Ms. Cynthia Lincoln Phone: 562-756-8555
Mailing Address: 3136 Rossmoor Pkwy #5, Walnut Creek, CA 94595 Date of Purchase: 1996
Fax No: 925-891-4252 E-mail: cynzcyn@aol.com
Is this application being field by the Record Owner? No
(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: Gene Cipparone Phone: 858-587-9100
Mailing Address: 10525 Vista Sorrento Pkwy #120, San Diego, CA 92121
Fax No: 858-587-1954 E-mail: gene@cipparone.com
Describe any easements covenants or deed restrictions controlling the use of the property: None

The Conditional Use Permit requested for the following use (Describe in detail the Nature of the proposed use, the building and other improvements proposed):
The new owner will manufacture a food product (broth) using poultry and pork products in the process. (USDA Regulated facility)

NOTE

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

JUSTIFICATON STATEMENT ATTACHMENT

1. The City of Santa Fe Springs has created a welcoming environment that has attracted many manufacturing operations such as our proposed facility. They have created the infrastructure to support manufacturing. The building was chosen for easy access with a central location from the freeway for both deliveries to us as well as shipping our product to our clients. Abundant utilities such as water and power are readily available.

2. The manufacturing process is contained within environmentally controlled rooms where temperature and humidity must meet USDA standards for our operation. The process will require the boiling of water to create "flavored" broth that will be processed, packaged and shipped to our clients for their use in creating other food products. Our final product as well as the ingredients are all simple off the shelf food products and will not cause any detrimental affects to either persons, or properties in the vicinity.

3. Since all production will occur within environmentally controlled rooms, we will not be generating any noise from this process. Since our product is a food, the USDA has required measures for cleanliness throughout the facility that will include the walls, ceiling and floors of the majority of the rooms within the building. Therefore, we will not be generating any dust or air pollution at this location. The conditioning of the air in the manufacturing areas will be filtered to mitigate any potential fumes arising from the boiling of water with seasonings, etc. through final packaging. We will install an underground clarifier for all sewer waste from the production areas to be cleaned and monitored to meet city standards for impurities prior to being pumped into the city sewer system.

4. Since our facility will be daily monitored by the USDA, we will be held to a very high standard of cleanliness throughout the entire facility as well as the property itself. Since production occurs within the walls of the building we must meet those standards every day so that we can operate in a clean, safe environment. If we deviate or fail to meet the USDA standards, we will be shut down until the problem is corrected to the standards of the USDA. That is not part of our business model. We will not create any hindrance to the city as it is our intent to grow the company within the building and to do that we must abide by the strict rules of the USDA for the entire property.

5. The operations within our facility require a limited amount of trained employees. We anticipate having five manufacturing employees and seven office employees within the building each day. This employee count is less than a third of the existing parking spaces required for this building's use. If were to add another factory shift in the future, we would still have sufficient parking on the property without impacting the streets or the area. Our truck traffic is limited and this facility will allow us to receive deliveries on Borate Street and to ship from existing doors located on Radburn Avenue splitting any possible burden with only one street access.

6. Wakou has reached an agreement with the owners to sell them the property. They are currently in escrow to purchase the property. Escrow should close mid-October of this year.

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): Ms. Randi Wren-Munoz
Mailing Address: 31010 Avenida Buena Suerte, Temecula, CA 92591
Phone No: 951-699-2233
Fax No: _____ E-mail: rjwren@verizon.net
Signature: _____

Name (please print): _____
Mailing Address: _____
Phone No: _____
Fax No: _____ E-mail: _____
Signature: _____

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a Conditional Use 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: _____
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

On _____ before me, _____,
Personally appeared _____
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

_____
Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: _____
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____