City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE
PLANNING COMMISSION
August 8, 2016
6:00 p.m.

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

Ken Arnold, Chairperson
Gabriel Jimenez, Vice Chairperson
Ralph Aranda, Commissioner
John Mora, Commissioner
Frank Ybarra, Commissioner

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

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

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

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL
Commissioners Aranda, Arnold, Jimenez, Mora, and Ybarra.

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

5. MINUTES
A. Approval of the minutes of the July 11, 2016 Regular Planning Commission

B. Approval of the minutes of the July 25, 2016 Adjourned Planning Commission Meeting

6. PUBLIC HEARING – Continued from the July 11, 2016 Planning Commission Meeting
Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and Revocation of Entertainment Conditional Use Permit Case No. 13
Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and revocation of Entertainment Conditional Use Permit Case No. 13, which granted approval to allow the operation and maintenance of an alcoholic beverage sales use and live entertainment, respectively, at a sports bar and grill commonly known as Crossroads Sports Bar and Grill located at 9803 Santa Fe Springs Road, in the Heavy Manufacturing (M-2) Zone.

7. PUBLIC HEARING
Development Plan Approval Case Nos. 912, Modification Permit Case No. 1263, and related Environmental Documents
DPA 912: A request for approval to allow the construction of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building; *MOD 1263*: A request for approval to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue; and *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration related to the proposed project, on property located at 9211 Sorensen Avenue (APNs: 8168-009-023) within the M-2, Heavy Manufacturing, zone. (Sorensen Industrial Investors LLC)

8. PUBLIC HEARING
Development Plan Approval Case No. 914 and Environmental Documents
A request for approval to construct a 199,987 sq. ft. concrete tilt-up building, and related improvements, on an approximately 10.26-acre site located at 9615 Norwalk Boulevard (APN: 8002-015-018) within the M-2, Heavy Manufacturing, Zone. (Rexford Industrial)

9. PUBLIC HEARING

Development Plan Approval Case No. 918

A request for approval to apply an exterior façade and appurtenant improvements to an existing ±29,950 sq ft multi-tenant industrial building at 15421 Carmenita Road (APN: 7005-004-024), within the M-2-FOZ, Heavy Manufacturing - Freeway Overlay, Zone. (Carmenita Property, LLC)

10. NEW BUSINESS

Modification Permit Case No. 1273

A request for a Modification of Property Development Standard to reserve but not provide eighteen (18) required parking stalls and instead temporarily use said area for open outdoor storage on property located at 10035 Greenleaf Avenue (APN's: 8011-004-057), within the M-2, Heavy Manufacturing, Zone. (Vertical Access Inc.)

11. ANNOUNCEMENTS

- Commissioners
- Staff

12. 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

August 4, 2016 — Date

MINUTES
REGULAR MEETING
SANTA FE SPRINGS PLANNING COMMISSION
July 11, 2016

1. CALL TO ORDER

Vice Chairperson Arnold called the meeting to order at 6:03 p.m.

2. PLEDGE OF ALLEGIANCE

Vice Chairperson Arnold led everyone in the Pledge of Allegiance.

3. ROLL CALL

Present: Vice Chairperson Arnold
Commissioner Aranda
Commissioner Jimenez
Commissioner Mora (Arrived at 6:06 p.m.)

Staff: Wayne M. Morrell, Director of Planning
Steve Skolnik, City Attorney
Cuong Nguyen, Senior Planner
Luis Collazo, Code Enforcement
Paul Garcia, Planning Consultant
Teresa Cavallo, Planning Secretary
Vince Velasco, Planning Intern
Margarita Matson, Assistant to the Director of Police Services
Heriberto Valdez, Code Enforcement

Councilmember: Joe Angel Zamora

Absent: Chairperson Ybarra

4. ORAL COMMUNICATIONS

Oral Communications were opened at 6:04 p.m. There being no one wishing to speak, Oral Communications were closed at 6:04 p.m.

5. MINUTES

Approval of the minutes of the June 13, 2016 Regular Planning Commission Meetings.

Chair Arnold moved to approve the minutes of the June 13, 2016; Vice Chair Jimenez seconded the motion. There being no objections the minutes were unanimously approved with a vote of 2-0, noting Commissioner Aranda abstained and the absence of Commissioner Mora and Chairperson Ybarra.

6. ELECTION OF OFFICERS FOR 2016-2017

The bylaws require the election of Commission Officers.

Vice Chairperson Arnold requested that this matter be tabled to the end of the meeting.

7. **PUBLIC HEARING**

Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and Revocation of Entertainment Conditional Use Permit Case No. 13

Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and revocation of Entertainment Conditional Use Permit Case No. 13, which granted approval to allow the operation and maintenance of an alcoholic beverage sales use and live entertainment, respectively, at a sports bar and grill commonly known as Crossroads Sports Bar and Grill located at 9803 Santa Fe Springs Road, in the Heavy Manufacturing (M-2) Zone.

Vice Chairperson Arnold opened the Public Hearing for Item No. 7 at 6:06 p.m. and called upon Code Enforcement Officer Luis Collazo to present Item No. 7 before the Planning Commission. Present in the audience was business owner Brian Richards.

Code Enforcement Officer Luis Collazo informed the Planning Commissioners that the business owner does not have a current ABC license and the license has not been paid for since 2015 according to the ABC website.

City Attorney Steve Skolnik also informed the Planning Commissioners that when the use was originally permitted it was permitted for a bona fide eating establishment with alcohol service; however, the business is being operated solely as a bar.

Chairperson Arnold inquired about the type of ABC license that the owner holds. Mr. Collazo replied that the business owner holds a type 47 license which means alcohol is served while dining.

Code Enforcement Officer Luis Collazo also read a letter that the business owner submitted in appeal of the revocation.

Commissioner Aranda inquired about the communication between the owner and staff. Code Enforcement Officer Luis Collazo indicated that the business owner did not communicate with Mr. Collazo until the morning of the hearing.

Vice Chairperson Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. Business Owner Brian Richards approached the Planning Commission and informed everyone that the business is currently closed and that the business is in the process of being transferred to a new owner. Vice Chair Arnold inquired about the status of the liquor license. Mr. Richards commented that he is in contact with ABC. Vice Chair Arnold further inquired if the license type is a 47 which requires liquor to be served with food, and if the new owner knew of the conditions that he was assuming once the business transfer is complete. Mr. Richards replied that he would make sure that the business owner was aware of the conditions, etc.

Commissioner Mora inquired if Mr. Richards was the business owner and/or the property owner. Mr. Richards clarified that he was only the business owner.

Commissioner Aranda inquired about the numerous violations that were issued for the business. Mr. Richards replied that the previous owner was responsible for those promotions and that Mr. Richards had addressed those matters with Mr. Collazo and the Planning Commission.

Vice Chair Arnold closed the public hearing at 6:21 p.m. and stated that he would like to continue

the matter to the August 8, 2016 meeting to be given a status update on the new business owner assuming the liquor license and regarding the landscaping violations, etc.

Commissioner Aranda seconded the motion to continue this matter; however, Commissioner Aranda would like to condition that the current and new business owner cannot operate at this time.

Vice Chair Arnold also favored that the new business owner could not operate or open for business until all conditions have been met. Vice Chair Arnold further requested that Mr. Richards comply with all conditions within 30 days and/or before the next Planning Commission meeting scheduled for August 8, 2016 and requested that the new business owner be present as well.

Code Enforcement Officer Collazo also requested that the new business owner apply for the necessary building permits for the construction work and equipment installation that is currently underway.

Commissioner Aranda indicated that he would like to amend his second to conform with Chair Arnold's suggestions to the business owner. The motion was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

8. PUBLIC HEARINGS

A. Alcohol Sales Conditional Use Permit Case No. 68
Request for approval to allow the operation and maintenance of an alcoholic beverage use involving the sale and storage of alcoholic beverages for on-site consumption at a banquet hall facility under the name of Azar Event Center located at 12215 Slauson Avenue, within the Light Manufacturing (M-1) Zone. (Ebriham Fassal for Azar Event Center)

B. Entertainment Conditional Use Permit Case No. 16
Request for approval to conduct and maintain an entertainment use involving an indoor banquet hall facility operating under the name of Azar Event Center located at 12215 Slauson Avenue, within the Light Manufacturing (M-1) Zone. (Ebriham Fassal for Azar Event Center)

Vice Chairperson Arnold opened the Public Hearing at 6:29 p.m. and called upon Code Enforcement Officer Luis Collazo to present Item Nos. 8A and 8B before the Planning Commission. Present in the audience was business owner Ebriham Fassal and Project Designer Manny Montez for Azar Event Center.

Commissioner Aranda indicated if a condition could be considered to limit the serving time for alcohol. Code Enforcement Officer Collazo indicated that ABC establishes the time frames for when alcoholic beverages can be served and sold.

Commissioner Mora inquired if a time frame has been established for when the business would be opened. Designer Manny Montez indicated that hopefully the business could be up and running within 6 months.

Commissioner Aranda also requested if employees can be conditioned to wear uniforms identifying themselves as employees of Azar Event Center.

City Attorney Steve Skolnik requested that Business Owner Ebriham Fassal approach the Planning Commission and repeated the requests by the Planning Commissioners. Business Owner Ebriham Fassal replied that Azar employees would be identifiable with uniforms and name tags and that he would comply with Planning Commission's request to cease selling alcohol fifteen (15) minutes prior to closing.

Vice Chair Arnold inquired about the Entertainment Permit and what type of entertainment would be allowed. Business Owner Ebriham Fassal replied that a mobile stage would be available for the customers and customers would be allowed to hire either a DJ, mariachi or live band. Vice Chair Arnold inquired if the venue would be allowed for a concert type venue with a cover charge. Senior Planner Cuong Nguyen replied that a condition was imposed upon the applicant that such a use would not be allowed under the original Conditional Use Permit for the banquet facility use.

Vice Chair Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments, Vice Chair Arnold closed the Public Hearing at 6:38 p.m. and requested a motion.

Commissioner Aranda moved to approve Item Nos. 8A and 8B with the condition that alcohol cannot be sold within the fifteen (15) minutes prior to an event ending and no later than 12:45 a.m.; Commissioner Mora seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

9. PUBLIC HEARING

Amendment of Conditional Use Permit Case No. 523

A request for approval to add two (2) new backhaul dish antennas and associated radio and cabling on an existing 82'-high wireless telecommunications tower on an approximately 1.25-acre site located at 8925 Pioneer Boulevard (APN: 8177-029-908) within the M-2, Heavy Manufacturing, Zone. (Sprint Nextel)

Vice Chairperson Arnold opened the Public Hearing at 6:39 p.m. and called upon Planning Consultant Paul Garcia to present Item No. 9 before the Planning Commission.

City Attorney Steve Skolnik gave a brief history and explained the Federal Preemption regarding this use.

Commissioner Aranda inquired about the structural integrity of the pole. Mr. Garcia replied that an engineer's report would have to be submitted for consideration by the Building Department and prior to installation.

Commissioner Mora inquired about the distance from the pole to the nearest residence. Mr. Garcia provided the Planning Commissioners with a radius map to review.

Vice Chairperson Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward.

Having no further questions or comments, Vice Chair Arnold closed the Public Hearing at 6:44 p.m. and requested a motion.

Commissioner Jimenez moved to approve Item No. 9; Commissioner Aranda seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

10. PUBLIC HEARING

Amendment of Conditional Use Permit Case No. 542 and Modification Permit Case No. 1272
A request for approval to allow an existing church facility to expand into the neighboring unit and occupy the entire ±19,000 sq. ft. building located at 12227 Florence Avenue (APN: 8009-020-023), within the M-2-PD, Heavy Manufacturing – Planned Development Overlay, Zone. (Calvary Chapel Santa Fe Springs)

Vice Chairperson Arnold opened the Public Hearing at 6:46 p.m. and called upon Planning Intern Vince Velasco to present Item No. 10 before the Planning Commission. Present in the audience was Pastor Ray Loo on behalf of Calvary Chapel.

Commissioner Aranda inquired about the difference between reserved and not provided parking stalls. Planning Intern Vince Velasco explained the difference to the Planning Commissioners.

Commissioner Aranda further inquired about wedding and funeral uses at this location. Pastor Ray Loo approached the Planning Commissioners to reply that these types of uses would be limited to Saturdays only so as to not interfere with the surrounding businesses.

Commissioner Aranda inquired about the occupancy for the additional areas. Mr. Velasco replied that according to the plans provided the area has seating for 495.

Vice Chairperson Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. Complex tenant Melanie Barton of ESPEN Technology approached the Planning Commissioners to inquire about the reserved parking and if was only being reserved for Church use. Staff explained that the reserved parking being discussed was a different matter and not for the sole use of the church.

Having no further questions or comments, Chair Arnold closed the Public Hearing at 6:57 p.m. and requested a motion.

Commissioner Jimenez moved to approve Item No. 10; Commissioner Mora seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

11. PUBLIC HEARING

Development Plan Approval Case No. 917 and Modification Permit Case No. 1270
DPA Case No. 917: A request for approval to allow the construction of a 19,126 sq. ft. concrete tilt-up industrial building; *MOD Case No. 1270:* A request for approval to allow a reduction of the rear yard and side yard setback requirement; a reduction of overall landscaping area requirement; and a 10' high block wall, 10' high wrought iron gate, and 6' high wrought iron fence within the front yard setback area for property located at 12636 Los Nietos Road (APN: 8011-007-046 & 8011-007-047), within the M-2, heavy manufacturing, zone. (Roy Furuto of Furuto Rubio & Associates)

Vice Chairperson Arnold opened the Public Hearing at 6:58 p.m. and called upon Planning Consultant Jimmy Wong to present Item No. 11 before the Planning Commission. Present in the audience was the applicant's Architect Roy Furuto.

Commissioner Jimenez inquired about the landscaping for this development. Senior Planner Cuong Nguyen replied that for Development Plan Approvals staff simply require a conceptual landscape plan and once approved a formal landscaping and irrigation review is processed. Commissioner Aranda requested clarification about the fencing around the property. Planning Consultant Jimmy Wong provided fence height clarification.

Director of Planning Wayne Morrell explained the reasoning for the Modification Permit was for the fence height within the setbacks. A discussion ensued.

Vice Chairperson Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward

Having no further questions or comments, Vice Chair Arnold closed the Public Hearing at 7:17 p.m. and requested a motion.

Commissioner Aranda moved to approve Item No. 11; Commissioner Mora seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

12. NEW BUSINESS

Lot Line Adjustment No. 2016-02

A request for approval to re-configure the property lines, resulting in two parcels of 75,097 sq. ft. (Parcel 1) and 65,296 sq. ft. (Parcel 2), of a 3.22-acre property located at 11756 Burke Street (APN: 8168-001-009), in the M-2, Heavy Manufacturing, Zone. (Fuscoe Engineering on behalf of Pilot Chemical Corporation)

Vice Chairperson Arnold called upon Planning Consultant Paul Garcia to present Item No. 12 before the Planning Commission. Present in the audience was Engineer Cal Woolsey on behalf of Pilot Chemical.

Commissioner Mora inquired if the parcels were vacant. Mr. Garcia replied that the parcels have been vacant since 2009.

Commissioner Aranda inquired what the disadvantage or advantage is to separating the parcel. Planning Consultant Paul Garcia indicated that the property has a "hot spot" meaning contamination. The property owner would like to build on the clean site and once the parcel with the hot spot is deemed clean the property owner will consolidate the properties.

Vice Chairperson Arnold called upon anyone in the audience wishing to speak on this matter to please come forward. No one came forward

Having no further questions or comments, Commissioner Jimenez moved to approve Item No. 12; Vice Chair Arnold seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chairperson Ybarra.

13. CONSENT ITEMS

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

A. CONSENT ITEM

Conditional Use Permit Case No. 759-1
A compliance review of an existing indoor café with a drive-thru lane on property located at 11570 E. Telegraph Rd. (APN: 8008-004-086), in the C-4-PD, Community Commercial – Planned Development Overlay, Zone. (Starbucks Coffee Company)

B. CONSENT ITEM

Conditional Use Permit Case No. 760-1
A compliance review to allow the continued operation and maintenance of an indoor café with a drive-thru lane property located at 7930 Norwalk Boulevard (APN: 8176-017-029), within the C-4, Community Commercial, Zone. (Starbucks Coffee Company)

Since staff reports were sufficient, Vice Chairperson Arnold requested a motion regarding Item Nos. 13A and 13B.

Commissioner Mora moved to approve Items No. 13A and 13B; Commissioner Aranda seconded the motion which was unanimously approved with a vote of 4-0, noting the absence of Chair Ybarra.

6. ELECTION OF OFFICERS FOR 2016-2017

The bylaws require the election of Commission Officers.

City Attorney Steve Skolnik explained the process of the election of officers for the Planning Commission and instructed Vice Chairperson Arnold to open the nominations for Chairperson.

Vice Chair Arnold opened the nominations for Chairperson. Commissioner Aranda nominated Vice Chairperson Arnold for Chairperson. No other nominations were received. Vice Chairperson Arnold graciously accepted the nomination. No objections were received. Vice Chairperson Arnold was voted the new Chairperson.

City Attorney Steve Skolnik furthermore instructed Chairperson Arnold to open the nominations for Vice Chairperson.

Chairperson Arnold opened the nominations for Vice Chairperson. Commissioner Aranda nominated Commissioner Jimenez for Vice Chairperson, which Commissioner Jimenez graciously accepted; Commissioner Jimenez nominated Commissioner Aranda for Vice Chairperson. Commissioner Aranda declined the nomination. No objections were received. Commissioner Jimenez was voted the new Vice Chairperson.

14. ANNOUNCEMENTS

- Commissioner Aranda thanked staff for the informative Power Point Presentations.
- Chairperson Arnold announced that his grandson will be leaving for Germany as part of the City's Sister City/Germany exchange program. Mr. Arnold also provided an update on his wife's condition.
- Vice Chairperson Jimenez offered prayers to Chair Arnold's wife and family.

Staff

- Senior Planner Cuong Nguyen notified the Planning Commissioners that Planning Intern Edgar Gonzalez has left the City for the City of Chino.
- Director of Planning Wayne Morrell announced that the bowling alley sign has been removed and relocated to the Valley Relic Museum.

- Code Enforcement Officer Luis Collazo introduced Assistant to the Director of Police Services Margarita Matson and Code Enforcement Officer Heriberto Valdez.

15. ADJOURNMENT

At 7:33 p.m. Chairperson Arnold adjourned the meeting to Monday, July 25, 2015.

_____

Chairperson Arnold

ATTEST:

_____

Janet Martinez, City Clerk

MINUTES
REGULAR MEETING
SANTA FE SPRINGS PLANNING COMMISSION
July 25, 2016

1. **CALL TO ORDER**
Vice Chairperson Jimenez called the meeting to order at 6:08 p.m.

2. **PLEDGE OF ALLEGIANCE**
Vice Chairperson Jimenez led everyone in the Pledge of Allegiance.

3. **ROLL CALL**

Present: Vice Chairperson Jimenez
Commissioner Aranda
Commissioner Mora (Arrived at 6:15 p.m.)
Commissioner Ybarra

Staff: Wayne M. Morrell, Director of Planning
Cuong Nguyen, Senior Planner
Vince Velasco, Planning Intern

Absent: Chairperson Arnold

4. **ORAL COMMUNICATIONS**
Oral Communications were opened at 6:10 p.m. There being no one wishing to speak, Oral Communications were closed at 6:11 p.m.

5. **PLANNING COMMISSIONER TRAINING**
Planning Consultant Jennifer Lilley of Lilley Planning Group provided a Planning Commissioners Workshop with basic information and understanding required to carry out their duties and to make informed decision regarding the future of and quality of life of the community.

6. **ADJOURNMENT**
At 7:42 p.m. Vice Chairperson Jimenez adjourned the meeting.

_____
Chairperson Arnold

ATTEST:

_____
Janet Martinez, City Clerk

ITEM NO. 5B

PUBLIC HEARING – Continued from July 11, 2016 Planning Commission Meeting
Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and Revocation of Entertainment Conditional Use Permit Case No. 13

Revocation of Alcohol Sales Conditional Use Permit Case No. 35 and revocation of Entertainment Conditional Use Permit Case No. 13, which granted approval to allow the operation and maintenance of an alcoholic beverage sales use and live entertainment, respectively, at a sports bar and grill commonly known as Crossroads Sports Bar and Grill located at 9803 Santa Fe Springs Road, in the Heavy Manufacturing (M-2) Zone.

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. That the Planning Commission, based on Staff's findings and presentation, find that the premises to which Alcohol Sales Conditional Use Permit Case No. 35 and Entertainment Conditional Use Permit Case No. 13 was granted, have not been maintained in compliance with the Conditions of Approval, the City Laws, and the City's Notices to correct the violations. As a result, the action to revoke and nullify these Permits complies with the requirements and provisions set forth under Section 155.811(B).

2. That the Planning Commission revoke and nullify Alcohol Sales Conditional Use Permit Case No. 35 and Entertainment Conditional Use Permit Case No. 13.

BACKGROUND

This matter was brought to the Planning Commission at their meeting of July 11, 2016. The Planning Commission continued the matter to their meeting of August 8, 2016, with direction to the business owner not to operate the business, or allow the public to enter the building until the building was determined safe by a licensed structural engineer. Moreover, the business owner was directed to show proof that the ABC license has been transferred to the new prospective business owner.

As a follow up, Staff mailed the attached letter, via Certified Mail, to the business owner. To date, Staff has not received any of the requested material, and a recent inspection of the property revealed that the property has not been cleared of overgrown weeds, trash and debris.

Report Submitted By: L. Collazo
Department of Police Services

Date of Report: August 4, 2016

ITEM NO. 6

STAFF COMMENTS

Staff continues to recommend revocation of Alcohol Sales Conditional Use Permit Case No. 35 and Entertainment Conditional Use Permit Case No. 13 for failure to comply with the conditions of approval and due to the on-going property maintenance violations.

Staff will pursue that the property owner take full responsibility of the matter and correct the violations. Upon the time when the violations are fully corrected, any new prospective tenant will have the ability and right to submit a new application for an alcohol sales use and an entertainment use.

Dino Torres
Director of Police Services

Report Submitted By: L. Collazo
Department of Police Services

Date of Report: August 3, 2016

Location Map



City of Santa Fe Springs

Location Map
9803 Santa Fe Springs

Report Submitted By: L. Collazo
Department of Police Services

Date of Report: August 3, 2016

CITY OF
SANTA FE SPRINGS
11576 Telegraph Road CA 90670-9928 (562) 409-1850 Fax (562) 409-1854 www.santafesprings.org
POLICE SERVICES CENTER

July 12, 2016

MAILED VIA VERTIFIED MAIL

Brian Curtis Richards
9029 Bright Avenue
Whittier, CA 90602

Re: Alcohol Sales Conditional Use Permit Case No. 35 and
Entertainment Conditional Use Permit Case No. 13
Location: 9803 Santa Fe Springs Road

The Planning Commission at their regular meeting of July 12, 2016, continued the matter in reference to the revocation of Conditional Use Permit (ASCUP) Case No. 35, and Entertainment Conditional Use Permit (ECUP) Case No. 13. This matter was continued to their regular meeting of August 8, 2016.

Before the Planning Commission's meeting of August 8, 2016, the code violations on the property and the building are to be corrected as follows:

(1) Section 95.03(A-3), (A-4): Building that is partially destroyed/Abandoned Structure.
Required Corrective Action(s):

(a) By August 2, 2016, submit structural engineering report which certifies the building as a safe structure and in compliance with the current Building Codes, or lists corrective action to bring the building into compliance with the current Building Codes and handicap access requirements. A work schedule shall accompany the engineering report which states the date as to when corrective action will take place.

(b) Work of any type shall not be done to the building until such structural engineering report has been reviewed and approved by the City personnel.

(c) **The building shall not be occupied until the structural engineering report has been reviewed and approved**.

(2) Section 95.03(A-17), 155.549 Overgrown Vegetation/Failure to Maintain Landscaping.
Required Corrective Action(s):

(a) By July 28, 2016, remove all overgrown vegetation and weeds.

(b) By July 28, 2016, submit an irrigation and landscaping plan to show the installation of an automatic irrigation system and new landscaping. The plans are to be prepared by a licensed landscape architect.

(3) Section 95.03(A-20), 155.880 Items of Junk in the Exterior/Public Nuisance.
Required Corrective Action(s):

(a) By July 25, 2016, fully remove all junk, trash and debris from the parking lot and around the building. Maintain the property in a clean and orderly manner at all times.

(4) Section 95.03(21) Waste Container Visible from the public street.
Required Corrective Action(s):

(a) By July 28, 2016, submit drawings for the construction of a trash enclosure. The drawings are required to be prepared by a license draftsman or architect.
(b) Within thirty (30) days of the approval of the trash enclosure drawings, the enclosure shall be fully constructed and the permits finalized to show that the work has been completed.
(c) The trash bin is to be stored within the trash enclosure at all times unless the bin is being emptied by a license hauler.

(5) Section 155.518 Banners Installed and Displayed without permits.
Required Corrective Action(s):

(a) By July 25, 2016, fully remove all banners.

(6) By August 1, 2016, provide proof that the transfer of the ABC license has been initiated.

Attached is an application for an Alcohol Sales Conditional Use Permit and an Entertainment Conditional Use Permit. Please forward the applications to the proposed new business owner and have them submit the fully completed applications with the required attachments and a check for the filing fee of $ 1,428 ($714.00 for each permit). The check is to be made payable to the City of Santa Fe Springs. The check and applications are to be submitted to the Department of Police Services no later than August 1, 2016.

Please take notice that your actions in correcting the violations will be documented and a staff report will be drafted and submitted to the Planning Commission for their meeting of August 8, 2016.

Please contact me if you have any questions regarding this matter or need additional clarification. I can be contacted at (562) 409-1850, extension 3320.

Sincerely,

Luis Collazo
Code Enforcement
Department of Police Services

cc: Planning Commission
Margarita Matson, Assistant to the Director of Police Services
Wayne Morrell, Director of Planning and Development
Building Department

PUBLIC HEARING

Development Plan Approval Case Nos. 912, Modification Permit Case No. 1263, and related Environmental Documents

DPA 912: A request for approval to allow the construction of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building; *MOD 1263*: A request for approval to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue; and *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration related to the proposed project, on property located at 9211 Sorensen Avenue (APN: 8168-009-023) within the M-2, Heavy Manufacturing, zone. (Sorensen Industrial Investors 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. 912, Modification Permit Case No. 1263 and related Environmental Documents, 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 Section 155.739 of the Zoning Regulations, for the granting of Development Plan Approval; and

4. Find that the applicant's request meets the criteria set forth in Section 155.695 of the City Zoning Regulations for the granting of a Modification Permit; and

5. Approve and adopt the proposed Mitigated Negative Declaration which, based on the findings of the Initial Study, indicates that there is no substantial evidence that the proposed project will have a significant adverse effect on the environment; and

6. Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project (DPA 912 & MOD1263); and

Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: August 4, 2016

ITEM NO. 7

RECOMMENDATIONS (Cont.)

7. Approve Development Plan Approval Case No. 912 and Modification Permit Case No. 1263, subject to the conditions of approval as contained within the Staff Report.

BACKGROUND

The subject site, located at 9211 Sorensen Avenue, is comprised of a single parcel (APN: 8168-009-023) measuring approximately 2.30-acres. The site is zoned M-2 (Heavy Manufacturing) and has been utilized by various transportation/trucking uses since the early 1970s. It is currently developed with two small industrial buildings that total approximately 7,000 sq. ft.

The developer, Sorensen Industrial Investors LLC, recently purchased the subject 2.30-acre property and is proposing to demolish all existing structures and clear the site in preparation for the development of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building on the subject property.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA) Case No. 912 – to allow the construction of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building on property located at 9211 Sorensen Avenue (APN: 8168-009-023).

Modification Permit (MOD) Case No. 1263 – to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue.

DEVELOPMENT PLAN APPROVAL (DPA 912)

As stated previously, the applicant is requesting approval of Development Plan Approval (DPA) Case No. 912: to allow the construction of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building on the subject property.

Site Plan

The applicant is proposing to construct a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building on property located at 9211 Sorensen Avenue (APN: 8168-009-023). The site has been designed whereby parking for patrons is provided along the perimeter of the site with an interior truck yard area and additional parking for employees provided behind a proposed 14' high screen wall. The proposed building will be setback 78'-6" from the front property line along John Street and 36'-0" from the corner side property line along Sorensen Avenue. Ingress and egress for the proposed building will be provided by two new driveways: a 40' wide driveway along the north property line on Sorensen Avenue and a 26' wide driveway along the east property line on John Street.

The site plan meets the minimum development standards required for properties within the M-2 Zone, with one exception: the project does not provide the minimum corner side yard setback required along Sorensen Avenue. As proposed, the minimum setback required along Sorensen Avenue is 39'-6", based on the proposed building height. Although the applicant did provide a greater setback (at a 1-to-1 ratio) in those areas where various architectural elements exceeded 36'-0" in height, the Code requires the entire setback be provided at the 1-to-1 ratio or, in this case, 39'-6". The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 3'-6" from the standard setback requirement of 39'-6", based on the proposed building height.

Floor Plan

According to the floor plan, the building will have an overall building area of approximately 49,750 square feet. On the first floor, 3,500 sq. ft. is designated for office use with the remaining 40,740 sq. ft. designated for warehousing/manufacturing use. On the second floor mezzanine, 2,000 sq. ft. is designated for office use with the remaining 2,750 sq. ft. designated for storage. It should be noted that the proposed building has been designed to be potentially divided into two separate tenants. This will allow the property owner more flexibility when marketing the new building.

Elevations

The elevations indicate that the proposed building will have a contemporary industrial design. The entry to the office area (southeast corner) is provided with extensive glazing, height variations, pop-outs, and materials used. In fact, both the north and east elevations, which are directly visible from the street, have been provided with a combination of the aforementioned architectural treatments and thus results in an aesthetically pleasing building. Overall, the building will measure 39'-6"' at its highest point; however, most of the building will be 37'-0' or below.

Landscape Requirements

For maximum value, majority of the landscaping will be provided between the building wall and side property line along Sorensen Avenue and between the required parking area and front property line along John Street. Additionally, as is standard for new developments, a meandering sidewalk will be incorporated into the landscape area along the property's frontage along Sorensen Avenue and John Street.

The minimum landscape requirement for the project, based on the overall street frontage of approximately 632 feet, is 15,800 sq. ft. According to the plans, the applicant will be providing an overall total of 18,323 sq. ft. of landscaping throughout the site. The project, therefore, exceeds the minimum requirements set forth in the City's Zoning Regulations. Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area.

Parking Requirements
A total of 92 parking stalls will be provided for the new building: 65 standard stalls, 23 compact stalls, and 4 handicap stalls. As proposed, the project is required to provide a total of 92 parking stalls. The proposed project, therefore, meets the minimum parking requirements set forth by the City's Zoning Regulations.

Loading / Roll Up Doors
According to the plan, the proposed building will have a total of five dock high loading doors that measures 9' wide x 10' high. All five loading doors are strategically placed so that they will not be directly visible from the public right-of-way. The entire loading area will be located behind a proposed 14' high screen wall/gate. Additionally, as required by the City's Zoning Regulations, all loading doors will be setback a minimum of 75' from the property line, and all dock high doors will be provided with a minimum 120' unobstructed back-up distance.

Trash Enclosures
According to the site plan, two 10'-6" x 15'-0" trash enclosures will be constructed in the westerly parking area. As with the loading doors, the two trash enclosures will also be located behind a 14' high screen wall/gate. The strategic placement of the enclosures will not only reduce their visibility from public view but also reduces the potential for illegal dumping.

MODIFICATION PERMIT (MOD 1263)
As part of their request, Sorensen Industrial Investors LLC, is also requesting approval of a Modification Permit (MOD) to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue. The typical side yard setback required for industrial properties in Santa Fe Springs, when fronting on a public street, is 20 feet. If the property fronts onto a major or secondary highway, the required setback is 30 feet. Notwithstanding, a property containing a building with a height greater than the minimum setback distance, said setback shall be one foot for each foot of the building or portion thereof. As proposed, the minimum setback along Sorensen Avenue should be 39'-6", based on the proposed building height.

Although, the project does not meet the standard setback requirement as defined by the City's Zoning Regulations, the applicant has designed the project to provide a setback equal to a one-to-one ratio for any portion(s) of the building that exceeds the normal setback along all street facing elevations. Unfortunately, the Code requires the entire setback be provided at the 1-to-1 ratio or, in this case, 39'-6". The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 3'-6" from the standard setback requirement of 39'-6", based on the proposed building height.

COMMISSION'S CONSIDERATIONS

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.

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

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

Findings:

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

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed development (a new two-tenant, 49,750 sq. ft. concrete tilt-up building) 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 two-tenant, 49,750 sq. ft. concrete tilt-up industrial building on an existing site that is currently underdeveloped and thus underutilized, the assessed value of the property will significantly improve thus leading to an increase in property values for both the subject property and neighboring properties.
4. The new concrete tilt-up industrial building has been designed to be consistent with other recently constructed industrial buildings near the subject site. The proposed building, therefore, will be architecturally compatible with other surrounding properties in the general area.
5. The proposed building offers new construction with modern amenities that will help to attract local industrial businesses to either locate or remain in Santa Fe Springs. Additionally, since the building has been designed to allow up to two tenants, the added flexibility should improve the building's marketability.

(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:
As mentioned previously, the subject site is currently underdeveloped and thus underutilized. It is currently developed with two small industrial buildings that total approximately 7,000 sq. ft. The applicant is proposing to construct a new, two-tenant 49,750 sq. ft. concrete-tilt up speculative industrial building. The new concrete tilt-up industrial building has been designed with variation in the provided setback, height, color, and materials used. The result is an attractive project with a contemporary building that is comparable to other high quality buildings in the general area.

(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 with an incident office area. Additionally, the new building is designed to allow the owner to potentially lease the building to two separate tenants. Moreover, the design of the new building represents quality architectural design demonstrated by extensive glazing, horizontal reveals, pop-outs and recessed areas, and variations in materials and color. These architectural design elements break up the mass of the buildings and present an attractive, distinctive façade to visitors. Therefore, as designed, the new building is suitable for its intended purpose, 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 two street frontages for maximum aesthetic value. Secondly, the truck wells and dock doors have been strategically placed so that they will not be directly visible from the public right-of-way. Nevertheless, the entire truck yard area will be located behind a proposed 14' high screen wall/gate. And lastly, the proposed trash enclosures have been strategically placed where they are not visible or easily accessible by the public, and where they have least impact on adjacent properties.

(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 new industrial building is contemporary and attractive. The architect used multiple variations in setback, color, and materials used. 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 Section 155.736 of the Zoning Regulations "The purpose of the development plan approval is to assure compliance with the provisions of this chapter and to give proper attention to the siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

The proposed project/building will be constructed on a site that is currently underdeveloped and underutilized. It is currently developed with two small industrial buildings that total approximately 7,000 sq. ft. and the site has been utilized by various transportation/trucking uses since the early 1970s. Staff finds the new contemporary industrial building is well-designed and that proper attention has been given the location, size, and architecture of the building. Staff believes the project/building will not have an adverse effect on the surrounding properties and the community in general. In fact, staff believes the new, two-tenant industrial building will be an enhancement to the site and general area.

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.
Pursuant to Section 155.695 of the City's Zoning Regulations, before any modification shall be granted, the Planning Commission shall satisfy itself that the applicant has shown that all of the following conditions apply:

(A) *That the granting of the modification would not grant special privileges to the applicant not enjoyed by other property owners in the area.*

Findings:
The Planning Commission would not be granting special privileges to the applicant since similar requests have been granted in the past. The chart provided on the following page identifies similar Modification Permits granted for a setback reduction to a corner property.

Recent Parking Modifications

Case No.	Site Address	Request	Date Approved
MOD 1270	12636 Los Nietos Rd	Setback Reduction	July 2016
MOD 1266	9102 & 9046 Dice Rd	Setback Reduction	May 2016
MOD 1167	10928 Bloomfield Av	Setback Reduction	October 2004
MOD 1165	10838 Bloomfield Av	Setback Reduction	October 2004

(B) *That the subject property cannot be used in a reasonable manner under the existing regulations.*

Findings:
Although, the building height for the proposed building could technically be reduced to align with the provided setback, doing so would make the building less marketable since higher ceiling heights are attractive to buyers and lessees alike. The alternative solution would be to reduce the building height to match the provided 36' setback; however, said reduction would provide a less attractive building since the elements that extend beyond 36' are architectural features used to enhance the buildings design and curb appeal.

(C) *That the hardship involved is due to unusual or unique circumstances.*

Findings:
The unusual or otherwise unique circumstance related to the subject property is the fact that it is located on a corner which means there are two frontages thus, requiring substantially greater setback and landscaping compared to a standard interior lot that has only one street frontage. The building envelope, or otherwise developable area, for a corner lot is generally much smaller than a typical interior lot.

(D) *That the modification, if granted, would not be detrimental to other persons or properties in the area nor be detrimental to the community in general.*

Findings:
The modification permit, if granted, would not be detrimental to other persons or properties in the area. With the exception of the northerly property, all other adjacent buildings were built in the 1960s. As such, the proposed project (*with a 36' setback*) will still maintain a greater setback than their adjacent neighbors to the North and West (*with a +/-30' setback*), as well as their neighbors to the South and East (*with a +/-22' setback*). Additionally, the proposed building does not provide the required setback at a one-to-one ratio of the overall building height, the applicant does provide a setback equal to a one-to-one ratio for any portion(s) of the subject building that exceeds the normal setback.

MODIFICATION PERMIT – COMMISSION'S CONSIDERATION.
Pursuant to Section 155.696 of the City's Zoning Regulations, in addition to the required showing by the applicant, the Commission shall take into consideration the following factors in making a determination as to whether or not there are practical difficulties or hardships involved:

(A) *That there are particular physical circumstances due to the shape or condition of the property which result in a hardship under the existing regulations, as distinguished from a mere inconvenience.*

Findings:
The unusual or otherwise unique circumstance related to the subject property is the fact that it is located on a corner which means there are two frontages thus requiring substantially greater setback and landscaping compared to a standard interior lot that has only one street frontage. The building envelope, or otherwise developable area, for a corner lot is generally much smaller than a typical interior lot. The hardship mentioned is directly related to the property's physical circumstance and not just a mere inconvenience.

(B) *That the purpose of the modification is not based exclusively on the financial advantage to the owner.*

Findings:
As mentioned previously, elements that extend beyond 36' are simply architectural features used to enhance the buildings design and curb appeal. Specifically, the higher building height allows for height variations which provides for a more attractive project. If the applicant eliminated the architectural features that extend above 36' to meet the City's Zoning Regulations, the proposed building would lack height variation and, as a result, would appear very box-like and thus less attractive.

(C) *That the alleged difficulties were not created by any person presently having an interest in the property.*

Findings:
As mentioned previously, because the subject property is located on a corner, it is more difficult to develop a project that meets all required development standards when compared to a standard interior lot. The aforementioned circumstance is directly related to the property's physical circumstance and was not created by the applicant or any person having an interest in the property.

(D) *That the conditions involved are not generally applicable to most of the surrounding properties.*

Findings:
As mentioned previously, with the exception of the northerly property, all other adjacent buildings were built in the 1960s. Said properties were therefore developed with smaller setbacks than what is required today. Nevertheless, the proposed project will still provide a greater setback than its neighbors immediately adjacent to the subject property.

(E) That the requested modification would not diminish property values in the neighborhood.

Findings:
The requested modification, if approved, will allow various architectural features and height variations to the proposed building while maintaining a more desirable and marketable ceiling height. It is staff's opinion that the aforementioned enhancements to the building's design would result in a more attractive project that would be an enhancement to the both the site and overall area.

(F) That the proposed modification will not increase congestion or endanger the public safety.

Findings:
The proposed modification will not increase congestion or endanger the public safety. As detailed in the proposed Mitigated Negative Declaration prepared for the project, the proposed industrial building is anticipated to generate approximately 174 daily trips with approximately 15 trips occurring during the AM peak hour and 16 trips occurring during the PM peak hour. When discounting the traffic generation generated by the existing transportation/trucking use, the net change will reduce traffic volumes by four daily trips with a decrease of 12 trips during the AM peak hour and 11 trips during the PM peak hour.

Additionally, the project complies with all parking requirements and also provides on-site circulation that includes adequate fire department access throughout the site, therefore, ensuring the overall safety of future visitors and/or employees of the site.

STAFF REMARKS
Based on the findings set forth in the staff report, Staff finds that the applicant's request meets the criteria set forth in § 155.739, § 155.695 and § 155.696 of the City's Zoning Regulations, for the granting of a Development Plan Approval and Modification Permit, respectively.

STREETS AND HIGHWAYS
The subject site has frontage on both Sorensen Avenue and John Street. Sorensen Avenue is designated as a "Secondary Highway" within the Circulation Element of the

City's General Plan. John Street is considered a local industrial street.

ZONING AND LAND USE

Table 1 – Current Zoning, General Plan and Land Use

Surrounding Zoning, General Plan Designation, Land Use			
Direction	**Zoning District**	**General Plan**	**Land Use (Address/Business Name)**
North	M-2, Heavy Manufacturing, Zone	Industrial	Warehouse/Distribution (Office Furniture) (9200 Sorensen Avenue/New Tangram, LLC)
South	M-2, Heavy Manufacturing, Zone	Industrial	Warehouse/Distribution (Clothing) (9601 John Street/Windsor Fashion, Inc.)
East	M-2, Heavy Manufacturing, Zone	Industrial	Warehouse/Distribution (Fire Protection Supplies) (9101 Sorensen Avenue/Viking Supply Net)
West	M-2, Heavy Manufacturing, Zone	Industrial	Warehouse/Distribution (Oil Products) (9313 Sorensen Avenue/Valvoline Oil Company)

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 Development Plan Approval, Modification Permit and related Environmental Documents 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 July 27, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on July 27, 2016, and published in a newspaper of general circulation (Whittier Daily News) on July 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

As of date of this report, staff has only received one inquiry. A representative for the property owner to the west (9103 Sorensen Avenue) e-mailed staff to obtain more information on the proposed Modification Permit. He did not, however, express any objections to the request.

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 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 Negative Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes

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

Draft MND Review:
The Draft Initial Study/Mitigated Negative Declaration reflects the independent judgment of the City of Santa Fe Springs and the environmental consultant, Blodgett/Baylosis Environmental Planning, as to the potential environmental impacts of the proposed project on the environment. The Draft Initial Study/Mitigated Negative Declaration was circulated for the required 20-day public review and comments from July 19, 2016 to August 7, 2016. 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; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; and Public Services.* 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 and Reporting Program.

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

Responses to Initial Study/Mitigated Negative Declaration:
To date, staff has received only one response relating to the proposed Initial Study/Mitigated Negative Declaration; upon review of the documents, the City of Norwalk stated that they have no comments.

AUTHORITY OF PLANNING COMMISSION:
Development Plan Approval
The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Regulations, to grant a Development Plan Approval when it has been found that said approval is consistent with the requirements, intent and purpose of the City's Zoning Regulations. The Commission may grant, conditionally grant or deny approval of a proposed development plan based on the evidence submitted and upon its own study and knowledge of the circumstances involved, or it may require submission of a revised development plan.

Modification Permit
The Planning Commission has the authority, subject to the procedures set forth in the City's Zoning Regulations, to grant a modification from requirements of property development standards set forth in the City's Zoning Regulations when it is found that the strict and literal interpretation of such provisions would cause undue difficulties and unnecessary hardships inconsistent with the intent and general purpose of the City's Zoning Regulations. The Commission may grant, conditionally grant or deny a modification based on the evidence submitted and upon its own study and knowledge of the circumstances.

CONDITIONS OF APPROVAL

ENGINEERING / PUBLIC WORKS DEPARTMENT:
(Contact: Robert Garcia 562.868-0511 x7545)

1. That the Applicant shall pay a flat fee of $53,124.00 to reconstruct/resurface the existing street frontage to centerline for Sorensen Avenue and John Street.

2. That the Applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along Sorensen Avenue and John Street 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. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

4. 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 Applicant shall pay the actual cost of sign installation.

5. That the Applicant shall pay to the City $45,000 for the design, engineering, installation and inspection of 3 street lights on Sorensen Avenue and John Street. The City will design and cause construction of said street light(s).

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 in Sorensen Avenue and John Street. 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 Applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.

9. All 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 Applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

12. The Applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public 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 Applicant 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 Applicant 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 all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns may be prohibited as designated by the City Engineer.

15. That the Applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The Applicant and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the Applicant and/or developer cannot meet the mitigation requirements, the Applicant and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

16. That the Applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

17. That the Applicant 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.

18. That a grading plan shall be submitted for drainage approval to the City Engineer. The Applicant 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.

19. 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.

20. 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.

21. That the Applicant 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 Applicant will also be required to submit a Certification for the project and will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP).

22. The Applicant shall remove existing curb ramps and construct new ADA compliant curb ramps with black truncated domes at the intersections of Sorensen Avenue and John Street per the satisfaction of the City Engineer. Curb ramps to be constructed per the State of California Department of Transportation Curb Ramp Details – 2010 Revised Standard Plan RSP A88A.

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562.409-1850 x3320 or Margarita Munoz at x3319)

23. That the outdoor use of storage racks shall be prohibited at all times.

24. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security 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 subject 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. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

25. That the applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services 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.

26. 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.

27. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

28. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at the building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards shall be removed after the building has been identified with its own individual permanent number address.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3701)

29. 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.

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

31. 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.

32. 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.

33. That prior to submitting plans to the Building Department, 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.

34. 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.

35. 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)

36. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and obtain notification in writing from the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) that all applicable conditions have been met:

    a. At a minimum, the applicant must conduct an All Appropriate Inquiries (AAI) Investigation (formerly called a Phase I Environmental Site Assessment) in accordance with ASTM Standard E1527-05. The applicant shall provide the EPD with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.

    b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and

approved by the EPD in writing. Should the report indicate that contaminate levels exceed recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.

c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.

37. Permits and approvals. That the applicant 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 prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity

38. That all abandoned pipelines, tanks and related facilities shall be removed unless approved by the City Engineer and Fire Chief. Appropriate permits for such work shall be secured before abandonment work begins.

39. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire- Rescue 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)

40. That the applicant shall comply with Section 50.51 of the Municipal Code which prohibits any business or residents from contracting any solid waste disposal company that does not hold a current permit from the City.

41. That all projects over $50,000 are subject to the requirements of Ordinance No. 914 to reuse or recycle 75% of the project waste. Contact the Recycling Coordinator, Teresa Cavallo at (562) 868-0511 x7309.

42. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

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

43. That approval of the subject Development Plan Approval (DPA) Case No. 912 is still contingent upon approval of Modification Permit (MOD) Case No. 1263 to allow a reduction of 3'-6" from the standard side yard setback requirement of 39'-6" (along Sorensen Avenue) based on a 1-to-1 ratio of the proposed building height.

44. That the Mitigation Monitoring and Reporting Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval for Development Plan Approval Case No. 912. The Mitigation Monitoring and Reporting Program is listed as an attachment to this staff report.

45. That the applicant agrees and understands that the proposed grade high, roll-up doors on the west side of the building shall be reduced to be a maximum dimension of 9' x 10' and said roll-up doors shall not be utilized for truck loading and unloading at any time.

46. That the applicant, Sorensen Industrial Developers LLC, shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The applicant shall provide the City Engineer and Building Official with the name, telephone number and e-mail address of the person directly responsible for dust control and operation of the vehicle.

47. That during construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:

    a. Name of the development/project.
    b. Name of the development company.
    c. Address or Address range for the subject site.
    d. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)

48. That the Applicant, Sorensen Industrial Developers LLC, shall provide conduit for fiber optics or other smart technologies for each parcel for Internet access. The conduit shall also be adequate to provide the opportunity for future telecommunications to the Project. Additional information can be obtained by contacting Alex Tong, Director of Technology Services (alextong@santafesprings.org.)

49. That the applicant, Sorensen Industrial Developers LLC, 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 Sorensen Avenue and John Street, the Applicant shall work with the cable or Internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide importance of providing telecommunication facilities along these frontages, the Applicant shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director. Additional information can be obtained by contacting Alex Tong, Director of Technology Services (alextong@santafesprings.org.)

50. That the applicant, Sorensen Industrial Developers LLC, agrees and understands that all existing overhead utilities within the development shall be placed underground.

51. 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.

52. 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 Deputy Fire Marshall shall have discretionary authority to require the FDC to be located a minimum distance from the double-check detector assembly.

53. That *prior* to submitting plans to the Building Division for plan check, the applicant shall submit Mechanical plans that include a roof plan that shows the location of all roof mounted equipment. All roof-mounted mechanical equipment and/or duct work which projects above the roof or roof parapet of the proposed development and is visible from adjacent property or a public street shall be screened by an enclosure which is consistent with the architecture of the building and approved by the Director of Planning or designee.

    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 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.

54. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. *Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).*

    NOTE: *Staff shall not approve the landscaping and irrigation plan without first reviewing and approving the civil drawings, specifically as it pertains to the landscaping and irrigation plan (i.e., location and size of riprap, bio-swales, areas of infiltration trenches, etc.)*

55. 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).*

56. 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 shall be used as a way to enhance the texture of plants and structures, and to create a sense of height in a landscape design. It is also a great way to create a "barrier" or to simply enhance the beauty of uniquely structured plants that you may have in your landscape.

57. That upon completion of the new landscaping, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

58. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the *prior approval* of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. (Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment.) A copy of the Guideline is available at the Planning Department.

59. That all fences, walls, gates and similar improvements for the proposed development shall be subject to the *prior* approval from both the Fire and Planning Departments.

60. That the applicant shall clarify on the construction drawings that all roof drains (facing the street), shall be provided along the interior walls and not along the exterior of the building.

61. That the Planning Department 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 a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.

62. 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 than 4 ½ feet in width nor than 6 feet in height. *(Calculations are subject to change).*

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 applicant, Sorensen Industrial Developers LLC, shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. In formation shall include, but is not limited to, the following:

    a. Current maps, routes and schedules for public transit routes serving the site; and
    b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operators; and
    c. Ridesharing promotional material supplied by commuter-oriented organizations; and
    d. Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information; and
    e. A listing of facilities available for carpoolers, vanpoolers, bicyclists, transit riders and pedestrians at the site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

65. That the applicant, Sorensen Industrial Developers LLC, understands and agrees that compliance with condition of approval number 65 must be obtained prior to issuance of a certificate of occupancy.

66. 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.

67. That the development shall otherwise be substantially in accordance with the plot plan, floor plan, and elevations submitted by the applicant and on file with the case.

68. That the applicant understands and agrees that if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and

approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.

69. That a minimum of 92 parking stalls shall be provided and continually maintained on-site at all times. Said parking stalls shall be legibly marked off on the pavement, showing the required parking spaces. Additionally, all compact 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.

70. That the applicant shall design and construct meandering sidewalks along the front yard and corner yard setback area of the development. Said meandering sidewalk must be reviewed and approved by the Planning Department and Public Works Department prior to construction.

71. That the applicant understands if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. *It should be noted that certain changes may also require approvals from other departments.*

72. 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.

73. 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 Deputy Fire Marshall.

74. That the applicant, Sorensen Industrial Developers LLC, shall not allow commercial vehicles, trucks and/or truck tractors to queue on Sorensen Avenue or John Street, use said streets as a staging area, or to backup onto the street from the subject property.

75. That the applicant, Sorensen Industrial Developers LLC, shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 909.

76. 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. Applicant shall provide a written covenant to the Planning Department that, except as may be revealed by the environmental remediation described above and except as applicant may have otherwise disclosed to the City, Commission, Planning Commission or their employees, in writing, applicant has investigated the environmental condition of the property and does not know, or have reasonable cause to believe, that (a) any crude oil, hazardous substances or hazardous wastes, as defined in state and federal law, have been released, as that term is defined in 42 U.S.C. Section 9601 (22), on, under or about the Property, or that (b) any material has been discharged on, under or about the Property that could affect the quality of ground or surface water on the Property within the meaning of the California Porter-Cologne Water Quality Act, as amended, Water Code Section 13000, et seq

   2. Applicant shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of applicant's 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. Applicant understands and agrees that it is the responsibility of the applicant to investigate and remedy, pursuant to applicable federal, state and local law, any and all contamination on or under any land or structure affected by this approval and issuance of related building permits. The City, Commission, Planning Commission or their employees, by this approval and by issuing related building permits, in no way warrants that said land or structures are free from contamination or health hazards.

c. Applicant understands and agrees that any representations, actions or approvals by the City, Commission, Planning Commission or their employees do not indicate any representation that regulatory permits, approvals or requirements of any other federal, state or local agency have been obtained or satisfied by the applicant and, therefore, the City, Commission, Planning Commission or their employees do not release or waive any obligations the applicant may have to obtain all necessary regulatory permits and comply with all other federal, state or other local agency regulatory requirements. Applicant, not the City, Commission, Planning Commission or their employees will be responsible for any and

all penalties, liabilities, response costs and expenses arising from any failure of the applicant to comply with such regulatory requirements.

77. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

78. That the applicant, Sorensen Industrial Developers LLC, 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.*

79. That the applicant, Sorensen Industrial Developers LLC, 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.

80. That the applicant, Sorensen Industrial Developers 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 all entitlements and approvals issued by the City in connection with the Project and from any CEQA challenges relating to the environmental review and determination for the Project, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

81. That unless otherwise specified in the action granting Development Plan Approval, said approval which has not been utilized within a period of 12 consecutive months from the effective date shall become null and void. Also the abandonment or nonuse of a development plan approval for a period of 12 consecutive months shall terminate said development plan approval and any privileges granted thereunder shall become null and void. However, an extension of time may be granted by Commission or Council action.

82. 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.

83. 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.

CN for WM.

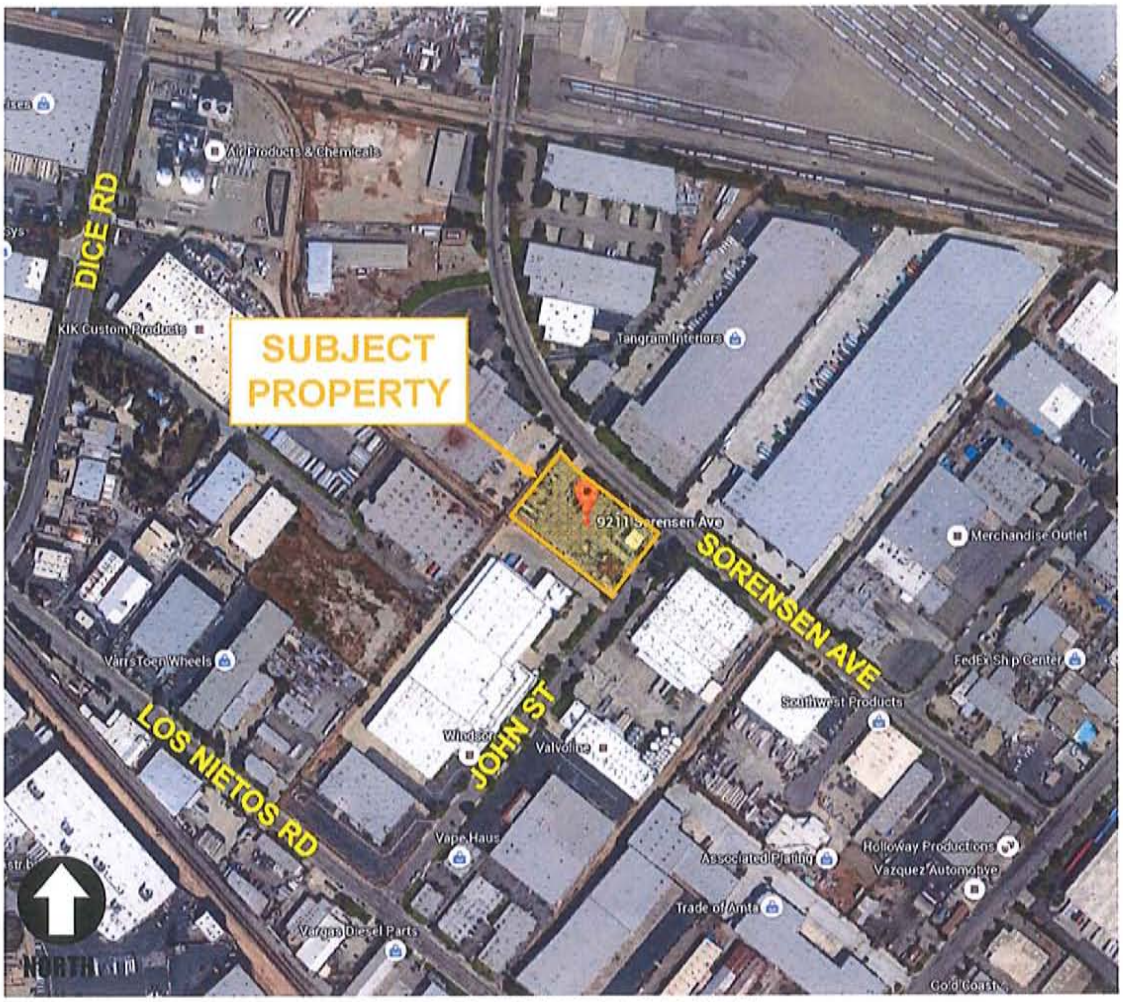
Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Colored Rendering
3. Complete Set of Plans (Site Plan, Floor Plan & Elevations)
4. Development Plan Approval Application
5. Modification Permit Application
6. Radius Map for Public Hearing Notice
7. Public Hearing Notice/Postcard
8. Draft Mitigated Negative Declaration (*previously delivered to PC on 7/21/2016*)
9. Mitigation Monitoring and Reporting Program (*previously delivered to PC on 7/21/2016*)

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Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 912;
MODIFICAITON PERMIT CASE NO. 1263

9211 Sorensen Avenue
(APN: 8168-009-023)

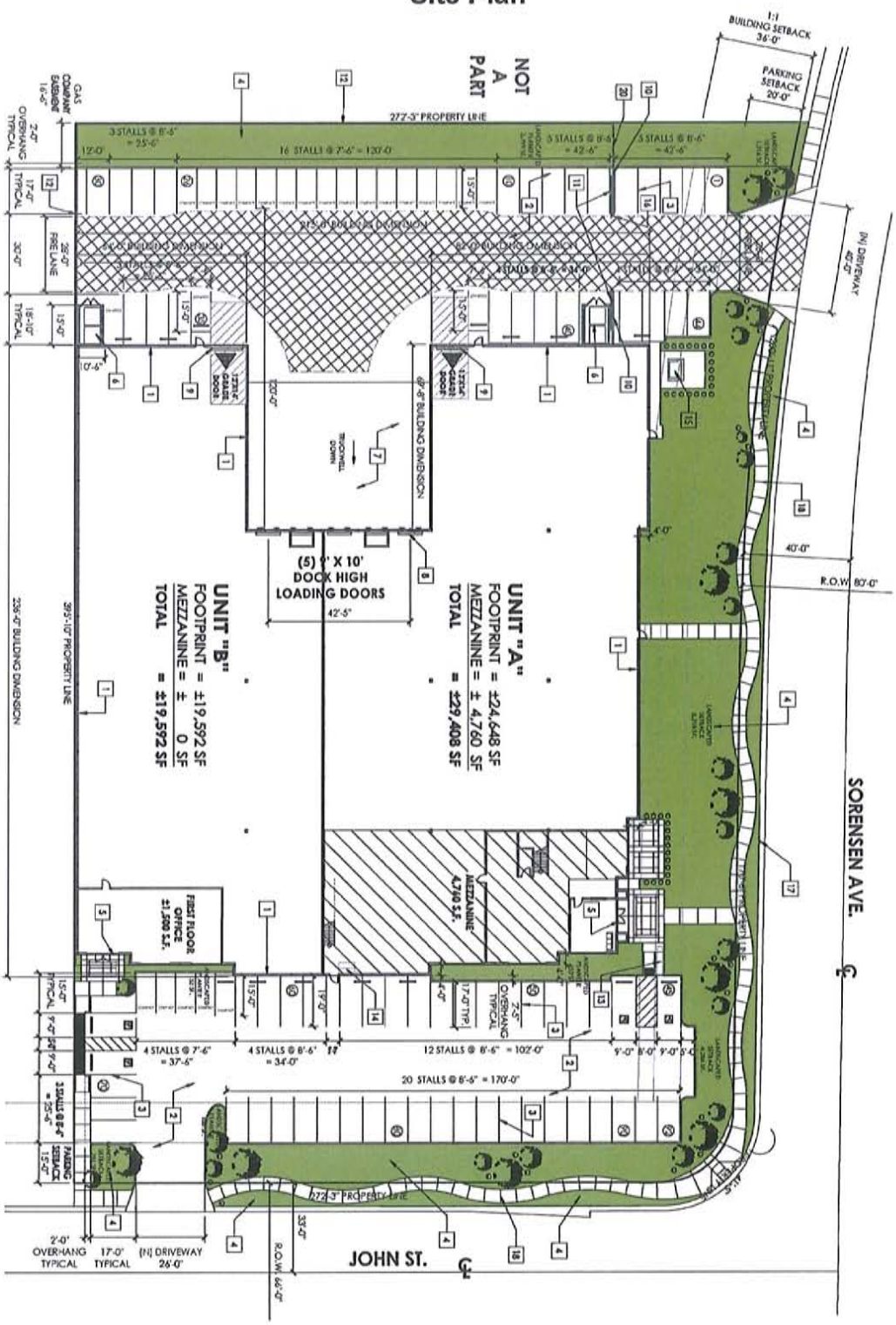
Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: August 3, 2016

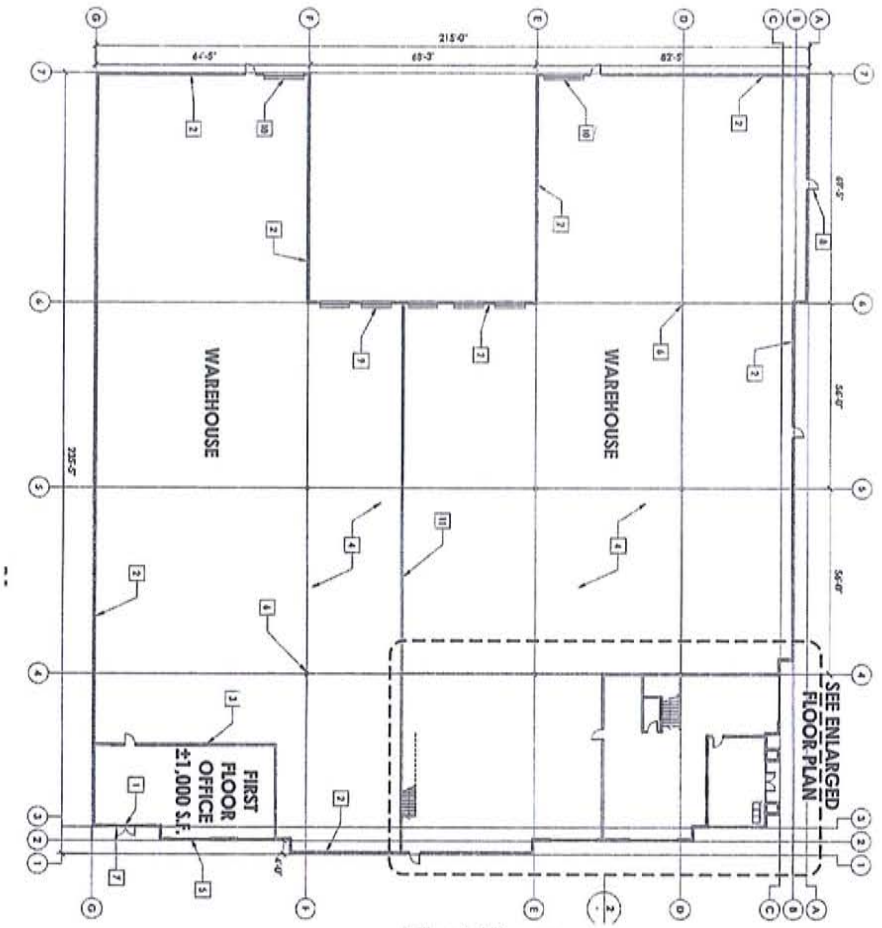
Colored Rendering



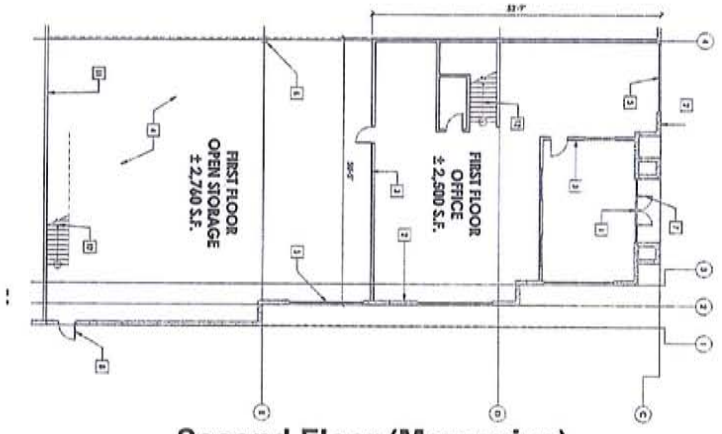
Site Plan


NOT A PART
272'-3" PROPERTY LINE
1:1 BUILDING SETBACK 36'-0"
PARKING SETBACK 20'-0"
GAS COMPANY EASEMENT 16'-6"
2'-0" OVERHANG TYPICAL
17'-0" TYPICAL
28'-0" FIRE LANE
30'-0"
15'-10" TYPICAL
3 STALLS @ 8'-6" = 25'-6"
16 STALLS @ 7'-6" = 120'-0"
3 STALLS @ 8'-6" = 42'-6"
3 STALLS @ 8'-6" = 42'-6"
275'-0" BUILDING DIMENSION
(N) DRIVEWAY 40'-0"
12'X14' GRADE DOOR
200'-0"
69'-8" BUILDING DIMENSION
RECESSED DOWN
(5) 9' X 10' DOCK HIGH LOADING DOORS
42'-5"
UNIT "B"
FOOTPRINT = ±19,592 SF
MEZZANINE = ± 0 SF
TOTAL = ±19,592 SF
UNIT "A"
FOOTPRINT = ±24,648 SF
MEZZANINE = ± 4,760 SF
TOTAL = ±29,408 SF
235'-0" BUILDING DIMENSION
395'-10" PROPERTY LINE
FIRST FLOOR OFFICE ±1,500 S.F.
MEZZANINE 4,760 S.F.
40'-0"
R.O.W. 80'-0"
SORENSEN AVE.
4 STALLS @ 7'-6" = 37'-6"
4 STALLS @ 8'-6" = 34'-0"
12 STALLS @ 8'-6" = 102'-0"
20 STALLS @ 8'-6" = 170'-0"
15'-0" PARKING SETBACK
272'-3" PROPERTY LINE
2'-0" OVERHANG TYPICAL
17'-0" TYPICAL
(N) DRIVEWAY 26'-0"
33'-0"
R.O.W. 66'-0"
JOHN ST.

Floor Plan

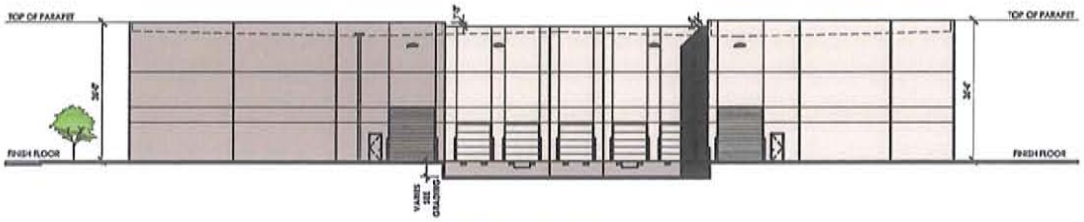


First Floor



Second Floor (Mezzanine)

Elevations



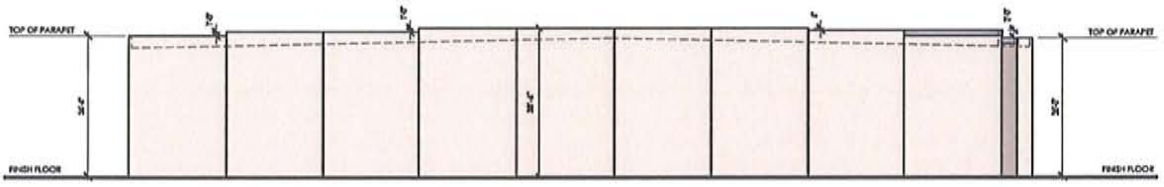
WEST ELEVATION
SCALE 1/16" = 1'-0"



NORTH ELEVATION @ SORENSEN AVE.
SCALE 1/16" = 1'-0"



EAST ELEVATION @ JOHN ST.
SCALE 1/16" = 1'-0"



SOUTH ELEVATION
SCALE 1/16" = 1'-0"

Development Plan Approval Application

RECEIVED
JAN 2 6 2016
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:
9211 SORENSEN AVE. CORNER W/ JOHN ST.
APN: 8168-009-023

RECORD OWNER OF THE PROPERTY:
Name: SORENSON INDUSTRIAL INVESTORS LLC Phone No: (562) 948-4850
Mailing Address: 7901 CROSSWAY DRIVE, PICO RIVERA, CA
Fax No: (562) 948-1735 E-mail: jdevling@cvgconstruction.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: X 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.)
(1) NEW 49,000 S.F. WAREHOUSE / OFFICE, CONCRETE TILT-UP BUILDING WITH A ± 44,240 S.F. FOOTPRINT AND A ± 4760 S.F. MEZZANINE

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
IGNACIO CRESPO / OL ENGINEERING
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): SORENSON INDUSTRIAL INVESTORS, LLC
Mailing Address: 7901 CROSSWAY DRIVE, PICO RIVERA CA 90660
Phone No: (562) 996-4860
Fax No: (562) 996-4860 E-mail:
Signature:

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, IGNACIO CRESPO, 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)

*SEE ATTACHED CA ACKNOWLEDGEMENT FORM

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: DPA No. 912
DATE FILED: 1/26/16
FILING FEE: $ 4,046
RECEIPT NO: ICL8835
APPLICATION COMPLETE?

Development Plan Approval Application (Cont.)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On January 22nd, 2016 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)

personally appeared Ignacio Crespo,

who 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.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

CHRISTINA BARBA
COMM # 2089835
LOS ANGELES COUNTY
NOTARY PUBLIC-CALIFORNIA
MY COMMISSION EXPIRES
NOV. 13, 2018

Development Plan Approval Application (Cont.)

SORENSON INDUSTRIAL INVESTORS, LLC

January 21, 2016

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

RE: Authorization Letter

To Whom It May Concern:

I, James N. Devling, hereby authorize OC Engineering to file on behalf of Sorenson Industrial Investors, LLC the Plan Approval Application for (1) new concrete tilt-up warehouse and office building with the total area of 49,000 s.f., located in 9211 Sorensen Ave., APN # 8168-009-023.

Sincerely,

James N. Devling
C.F.O. of Chalmers Management Corporation,
Manager

JD/cb

7901 Crossway Drive * Pico Rivera, CA 90660 * P: (562) 948-4850 * F: (562) 948-1735

Modification Permit Application

City of Santa Fe Springs
Application for
MODIFICATION PERMIT (MOD)

The Undersigned hereby petitions for a Modification of one or more property development requirements of the Zoning Ordinance.

Location of property (ies) involved (Provide street address or if no address, give distance from nearest street intersection): 9211 SORENSEN, SANTA FE SPRINGS, CA

Legal description of property: See attached Exhibit A.

Record Owner of Property:
Name: Sorensen Industrial Investors II, LP Phone No: (562) 948-4450
Mailing Address: 7101 Commerce Drive, Pico Rivera CA 90660

Fax No: (562) 948-6735 E-mail:

The application is being filed by:
X Record Owner of the Property
____ Authorized Agent of the Owner
(Written authorization must be attached to application)

Status of Authorized Agent (engineer, attorney, purchaser, lessee, etc.): ____

Describe the modification requested: REDUCE THE FRONT YARD SETBACK REQUIREMENT FROM A 1:1 RATIO CONSIDERING THE OVERALL HEIGHT OF THE BUILDING TO A 1:1 RATIO CONSIDERING THE HEIGHT OF THE WALL FACING THE SETBACK
- THE PURPOSE IS TO MAINTAIN HIGHER TOWER ELEMENTS THAT GIVE VERTICAL ARTICULATION TO THE FAÇADE, THUS ENHANCING THE AESTHETIC VALUE OF THE BUILDING

NOTE

This application must be accompanied by the filing fee, detailed plot plan, and other data specified in the form entitled "Information on Modification of Property Development Standards"

Modification Permit Application (Cont.)

MOD Application
Page 3 of 3

PROPERTY OWNERS STATEMENT

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

Sorenson Industrial Investors, LLC
Name (please print): James N. Denling, CFO & Manager
Mailing Address: 7401 Crossway Drive, Pico Rivera, CA 90660
Phone No: (562) 948-4850
Fax No: (562) 948-4736 E-mail:
Signature:

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.

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

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

SEE ATTACHED CA ACKNOWLEDGEMENT. (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: MOD No. 1263
DATE FILED: 4/25/16
FILING FEE: $ 1,140
RECEIPT NO: 1CL3577
APPLICATION COMPLETE?

Modification Permit Application (Cont.)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Orange

On April 21, 2016 before me, Christina Barba, Notary Public
(Insert Name of Notary Public and Title)

personally appeared James N. Darling,

who 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.

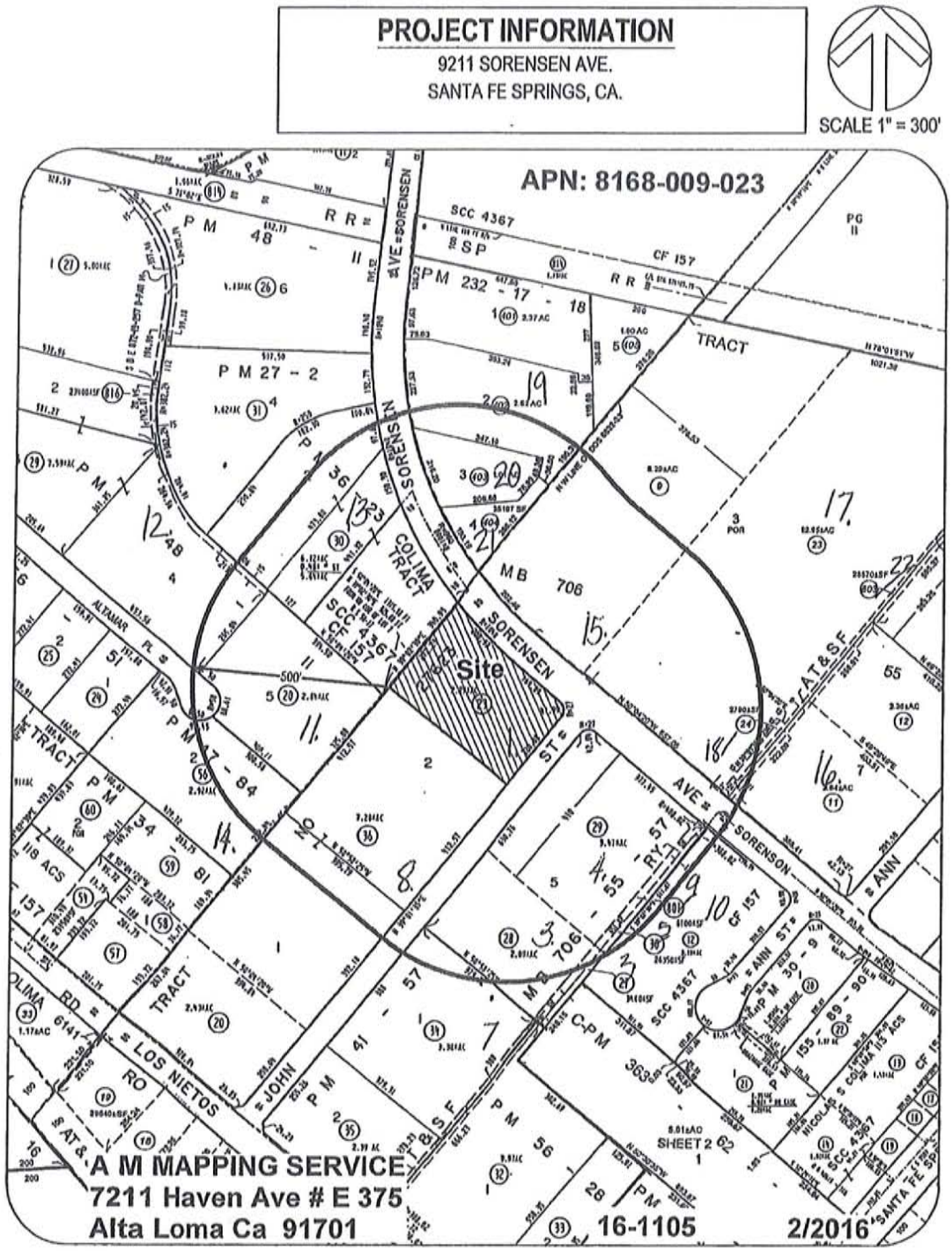
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

CHRISTINA BARBA
COMM # 2089835
LOS ANGELES COUNTY
NOTARY PUBLIC-CALIFORNIA
MY COMMISSION EXPIRES
NOV. 13, 2018

Radius Map for Public Hearing Notice



Report Submitted By: Cuong Nguyen
Planning and Development Department

Date of Report: August 3, 2016

Public Hearing Notice

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

FILE

(NOTICE OF PUBLIC HEARING)

CARRIER: IF ADDRESSEE HAS MOVED,
PLEASE LEAVE WITH CURRENT OCCUPANT

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TO PROPERTY OWNERS WITHIN 500 FEET

NOTICE IS HEREBY GIVEN that the **Santa Fe Springs Planning Commission** will conduct a public hearing at an adjourned meeting on **Monday, August 8, 2016** at **6:00 p.m.**, in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: Sorensen Industrial Investors LLC
Property located at: 9211 Sorensen Avenue (APNs: 8168-009-023)

Development Plan Approval Case No. 912: A request for approval to allow the construction of a new two-tenant, 49,750 sq. ft. concrete tilt-up industrial building and related improvements on an approximately 2.29-acre site within the M-2, Heavy Manufacturing, Zone; and

Modification Permit Case No. 1263: A request to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue.

CEQA Status: On the basis of an Initial Study conducted for the proposed project, Staff finds that the proposed project will not have a significant adverse effect on the environment with the meaning as defined in the Guidelines for implementation of the California Environmental Quality Act. The City is hereby proposing to adopt a Mitigated Negative Declaration for this project. Additionally, the project site is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Planning Department or prior to the Public Hearing. Any person interested in this matter may contact Cuong Nguyen at 562-868-0511, Ext. 7359 or cuongnguyen@santafesprings.org

EXECUTIVE SUMMARY

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

DEVELOPMENT PLAN APPROVAL (DPA) 912 AND MODIFICATION PERMIT (MOD) 1263 SORENSEN INDUSTRIAL DEVELOPMENT 9211 SORENSEN AVENUE SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

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

JULY 15, 2016

SFSP 036

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3. Environmental Setting 7
4. Project Description 9
5. Discretionary Actions 13
6. Summary of Environmental Analysis 14
7. Mitigation Measures 23
8. Conclusion 25

1. INTRODUCTION

This Initial Study evaluates the environmental impacts associated with the construction of a proposed two-tenant industrial building within a 2.29-acre (99,986 square-foot) site located at 9211 Sorensen Avenue. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 49,000 square feet. The proposed project will consist of 39,240 square feet of warehousing, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. The new industrial building will include five dock high truck loading doors and two grade-level truck doors on the building's west-facing elevation. Parking will be provided on surface parking areas and will include 92 stalls. 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. 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. The project Applicant is Sorenson Industrial Investors, LLC, 7901 Crossway Drive, Pico Rivera, CA, 90660.

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. The attached 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. Questions and/or comments should be submitted to the following individual:

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

2. PROJECT LOCATION

The project site is located on the northern portion of the City of Santa Fe Springs, along Sorensen Avenue. 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 9211 Sorensen Avenue, Santa Fe Springs, California 90670. The project site is located on the southwest corner of Sorensen Avenue and John Street. Vehicular access to the project site will be provided by two driveway connections along Sorensen Avenue and John Street. The project site's Assessor's Parcel Number (APN) is 8168-009-023. A vicinity map is provided in Exhibit 3.

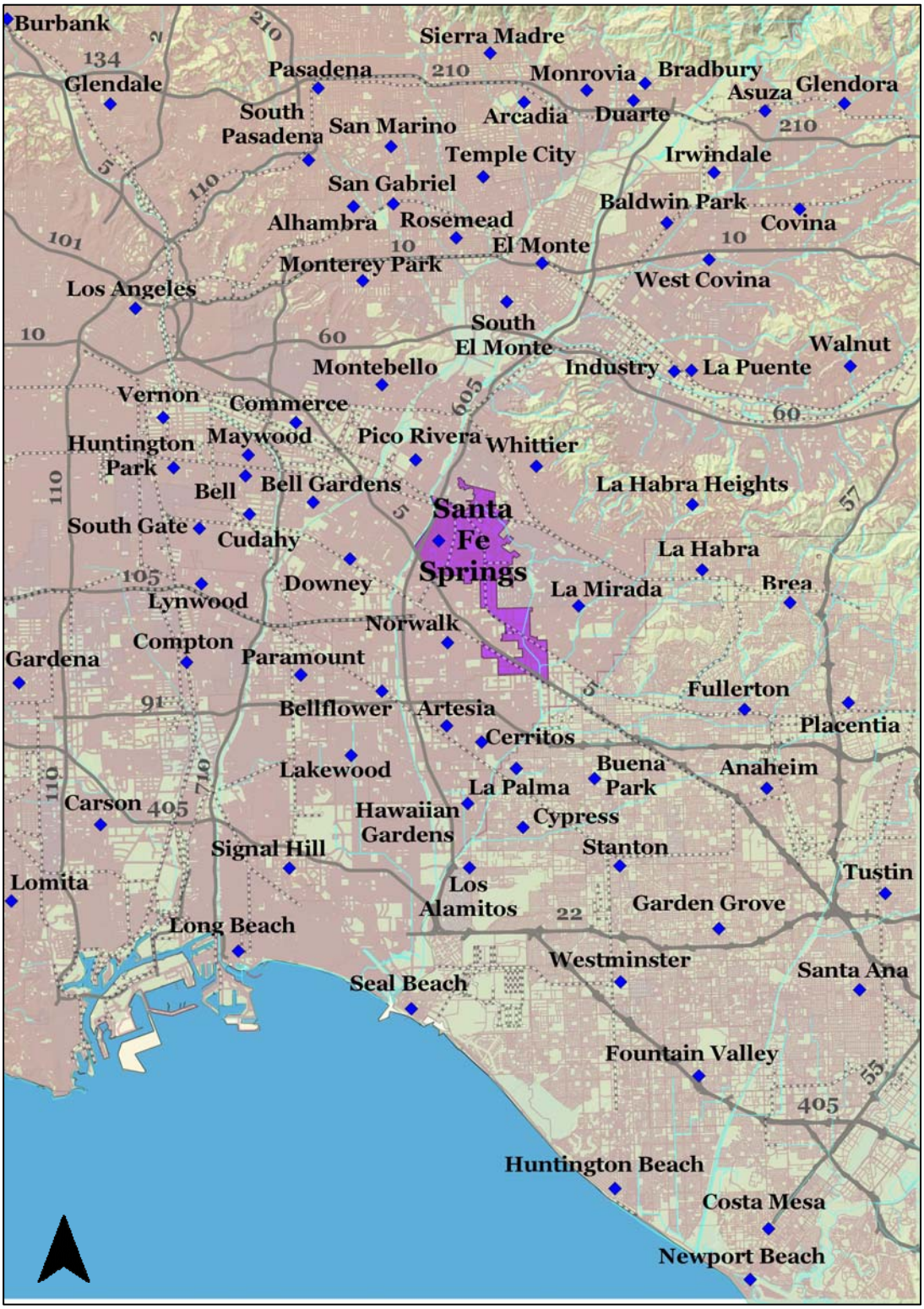


EXHIBIT 1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

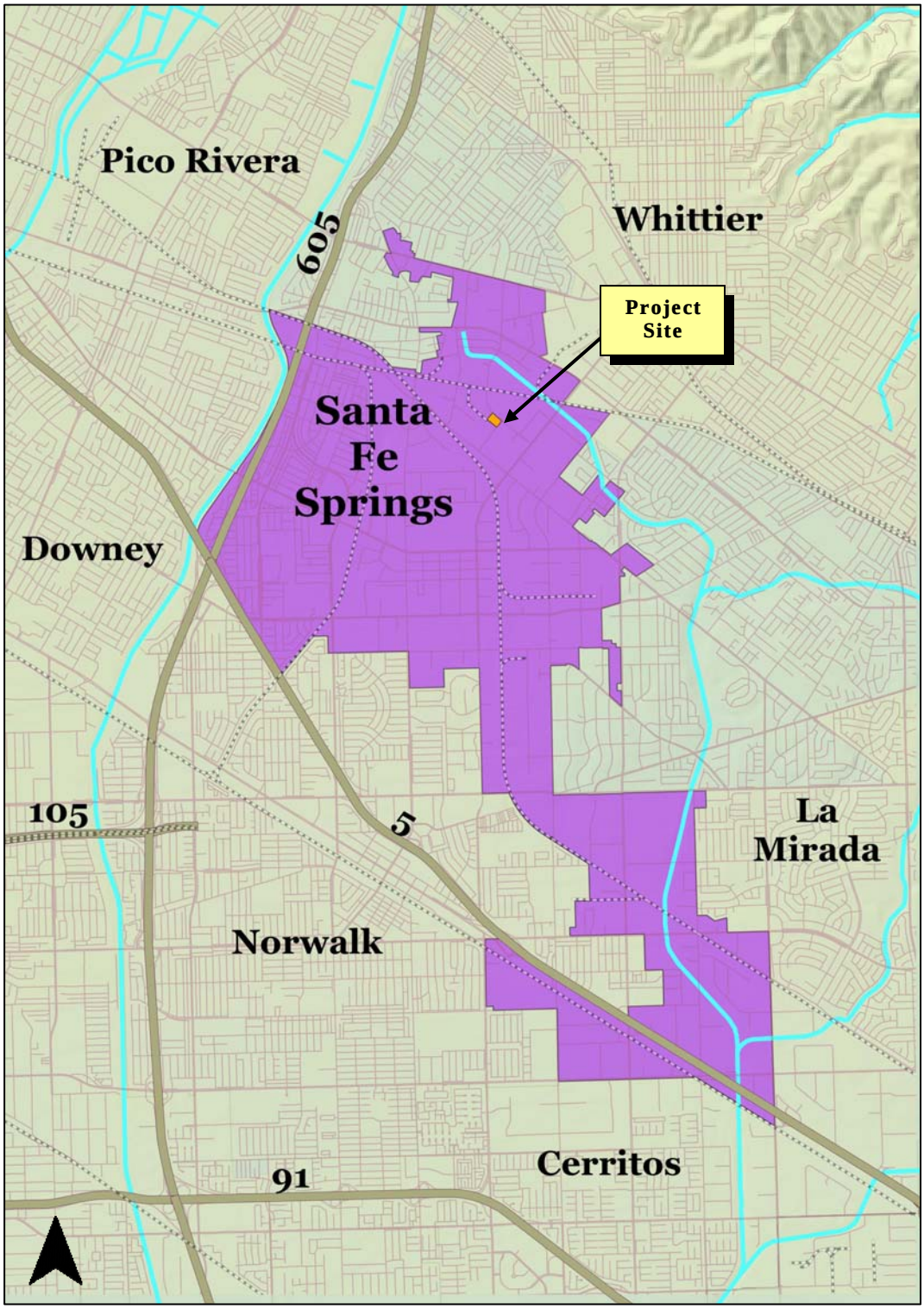


EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS

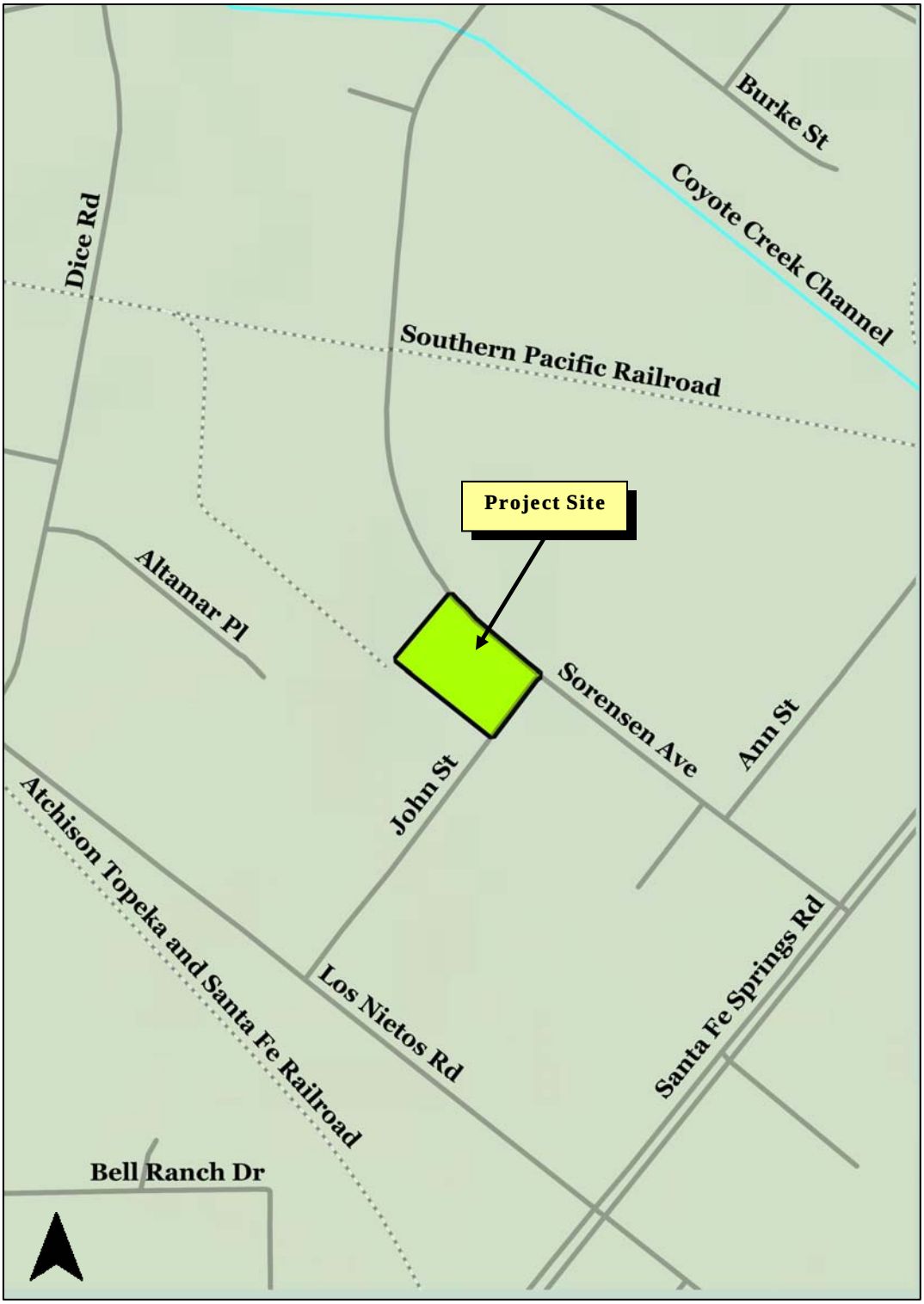


EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS

3. ENVIRONMENTAL SETTING

The 2.29-acre site is surrounded by industrial uses on all sides. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site*. Sorensen Avenue abuts the project site to the north and extends in a northwest-southeast orientation. A mix of industrial development is located north of the project site. Across Sorensen Avenue is Tangram Interiors, an office interior company. Other industrial uses located north of the project site include a railroad yard, a bike company, a lighting supplier, and a food distributor. Although purely industrial uses occupy the project site's immediate vicinity to the north, a single family residential area is located 0.6 miles northwest of the project site along Burke Street.

- *South of the Project Site*. Los Nietos Road extends in a northwest-southeast orientation and is located approximately 1,200 feet southwest of the project site. Abutting the project site to the south is Rio Home Fashions. Other industrial uses south of the project site include a women's fashion supplier, a tool store and a medical supply store. Although purely industrial uses occupy the project site's immediate vicinity to the south, a single family residential area is located 0.6 miles southeast of the project site along Greenleaf Avenue.

- *East of the Project Site.* John Street abuts the project site to the east and extends in a northeast-southwest orientation. Located east of the project site and across John Street is Valvoline, a car lubricating oils supplier. Other industrial uses located east of the project site include a trucking company, an industrial diesel engines producer, and a gypsum wallboard producer.

- *West of the Project Site*. Dice Road extends in a north-south orientation and is located approximately 1,600 feet west of the project site. Abutting the project site to the west is Viking SupplyNet, a fire sprinkler supplier. Other industrial uses west of the project site include a gas supplier, and a home and pool care product manufacturer.

Other notable uses within the vicinity of the project site include St. Paul Catholic High School (located approximately one half mile southeast of the project site, along Greenleaf Avenue), Aeolian Elementary School (located approximately 0.75 miles northwest of the project site), Los Nietos Middle School (located approximately one mile northwest of the project site, along Rivera Road), and York Field (located approximately 0.6 miles northeast of the project site, along Santa Fe Springs Road. Three buildings currently occupy the eastern portion of the project site. The three buildings measure 2,304 square feet, 2,836 square feet, and 1,800 square feet in floor area and were built in 1965 and 1966. The remainder of the project site is paved in asphalt and utilized as a parking lot area where numerous vehicles are temporarily stored. The property is occupied by CAA Transport, a vehicle transportation company. An aerial photograph of the project site and the surrounding area is provided in Exhibit 4.

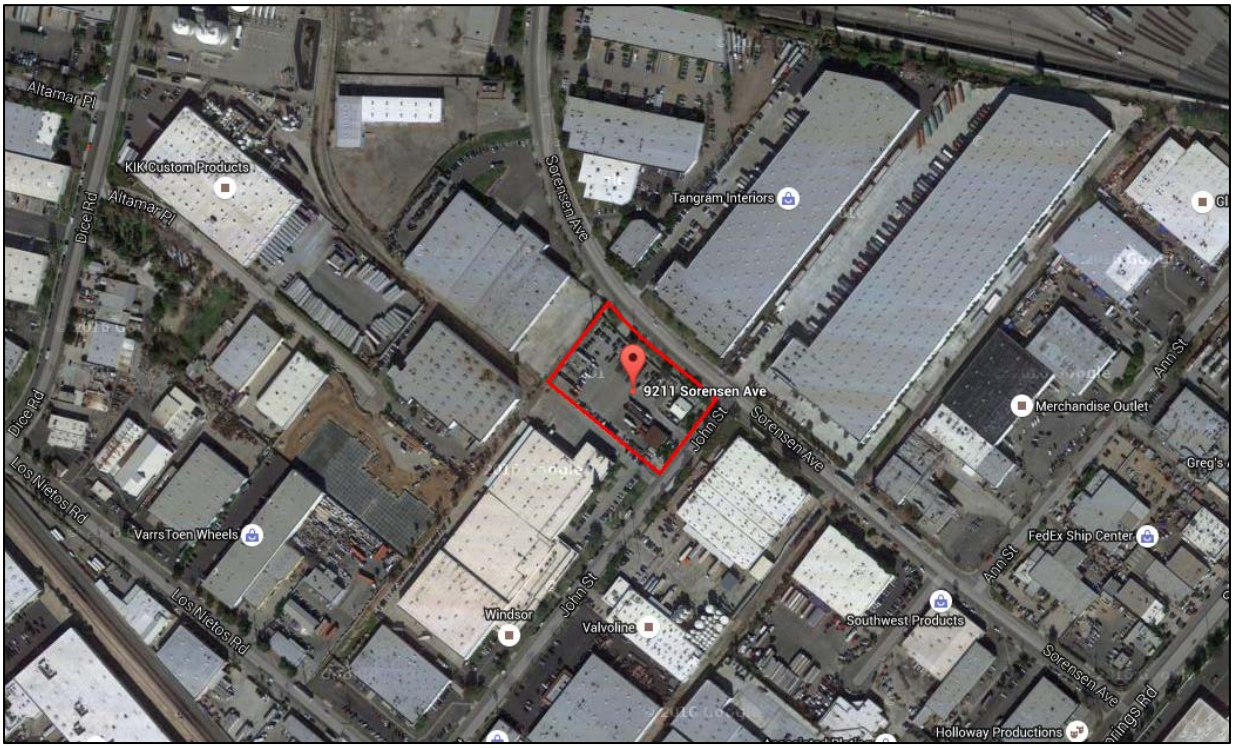


EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

4. PROJECT DESCRIPTION

The proposed project will involve the construction of a new 49,000 square-foot industrial building within a 99,986 square-foot (2.29 acre) lot. The proposed project will consist of the following elements:

- *Industrial Building Characteristics.* A new two-tenant, 49,000 square-foot concrete tilt-up industrial building will be erected within the 2.29 acre project site. The proposed building will consist of a single floor and will include 39,240 square feet of warehousing space, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. Unit A will be allotted 21,148 square feet of warehousing space, 3,500 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. Unit B will be allotted 18,092 square feet of warehousing space and 1,500 square feet of first floor office space. Unit B will not be allotted mezzanine space. The building will have a maximum length of 236 feet and a maximum width of 215 feet. The proposed project will have a footprint of 44,240 square feet and a floor area ratio (FAR) of 0.49. The building's maximum height will be 38 feet and 6 inches.

- *Parking Characteristics.* Parking for the industrial building will be provided by surface parking areas and will include 92 parking stalls. The parking area will be located on the east and west sides of the new industrial building and will include 65 standard stalls, 23 compact stalls, four ADA parking stalls, and one bicycle rack.

- *Loading Docks and Internal Circulation.* The proposed industrial building's west elevation will feature five dock high truck loading doors and two grade-level truck doors. Three dock high truck loading doors and one grade-level truck door will be provided for Unit A and two dock high truck loading doors and one grade-level truck door will be provided for Unit B. Access to the proposed building will be provided by an internal roadway. The internal roadway will also serve as fire truck access lane.

- *Site Access.* Access to the proposed development will be provided by two driveways: one 40-foot driveway located along Sorensen Avenue, and one 26-foot driveway located along John Street. The west driveway on Sorensen Avenue will be shifted slightly west and the east driveway on Sorensen Avenue will be eliminated. The driveway on John Street will be eliminated and relocated further south on John Street.

- *Other Improvements.* A total of 18,632 square feet will be dedicated for landscaping. Landscaping will be installed along all but the southern side of the building. In addition, a new meandering, concrete walkway will be provided along Sorensen Avenue and John St. Lastly, two 157.5 square-foot trash enclosures will be provided.

The conceptual site plan is shown in Exhibit 5. Conceptual elevations are provided in Exhibits 6 and 7.



EXHIBIT 5
CONCEPTUAL SITE PLAN
SOURCE: O.C. DESIGN AND ENGINEERING

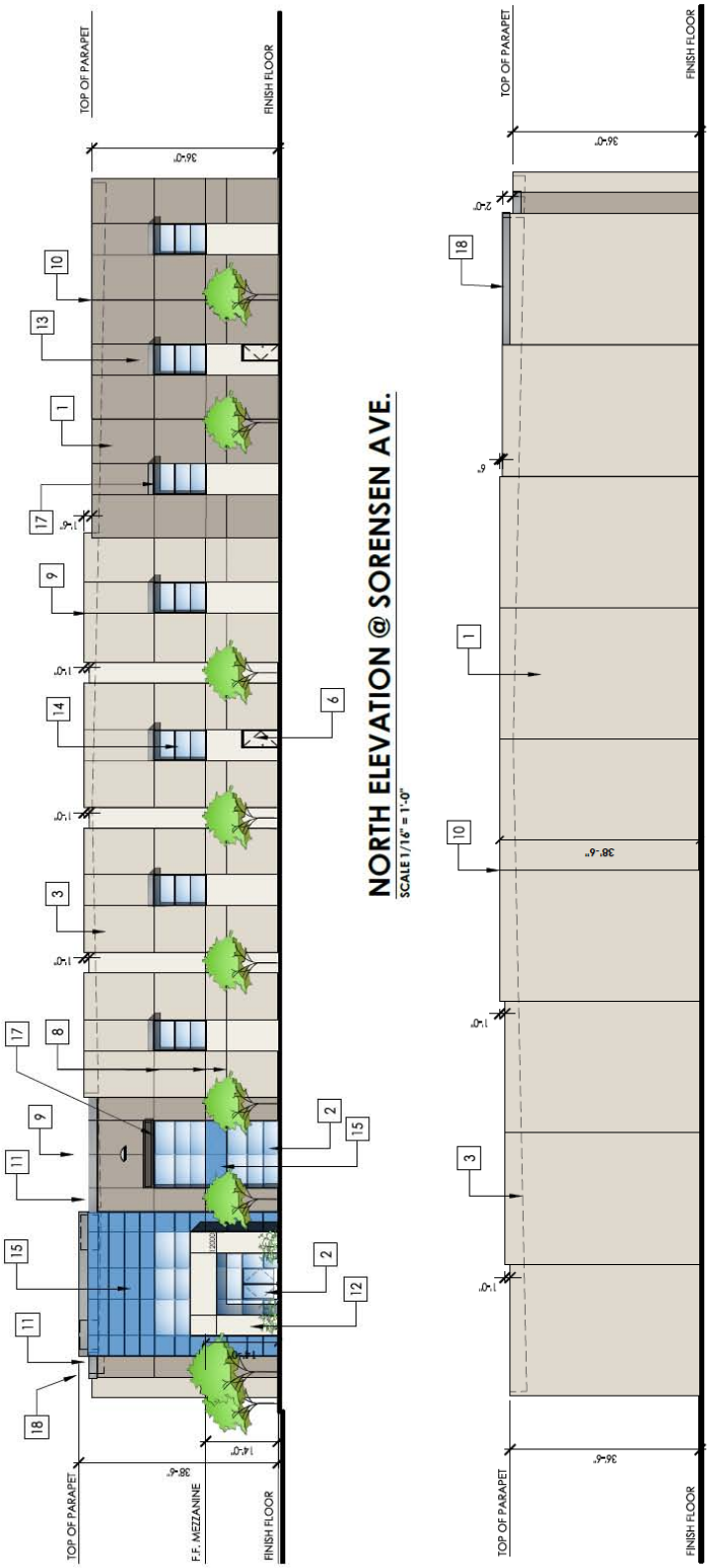


EXHIBIT 6
CONCEPTUAL BUILDING ELEVATIONS, NORTH AND SOUTH
SOURCE: O.C. DESIGN AND ENGINEERING



EXHIBIT 7
CONCEPTUAL BUILDING ELEVATIONS, EAST AND WEST
SOURCE: O.C. DESIGN AND ENGINEERING

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

- *Demolition.* The foundations and other on-site improvements from the existing buildings will need to be demolished in order to accommodate the proposed project. Removal of vegetation also occurs during this time. This phase will require approximately one month to complete.

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

- *Grading.* During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.

- *Construction.* The new 49,000 square-foot industrial building will be constructed during this phase. This phase will require approximately four months to complete.

- *Paving, Landscaping, and Finishing.* This concluding phase will involve the finishing of the new industrial building, the paving of the parking areas and hardscape, the installation of the landscape, and the completion of other on-site improvements. This phase will require approximately two months to complete.

5. 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:

- *Development Plan Approval (DPA) 912* to allow the construction of a new two-tenant concrete tilt up industrial building measuring 49,000 square-foot in total floor area.

- *Modification Permit (MOD) 1263* to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue.

- *CEQA Compliance.* The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

6. SUMMARY OF 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 and Circulation(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.

The environmental analysis provided in Section 3 of the attached 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 provided below and on the following pages.

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
Section 3.1 Aesthetics. *Would the project:*				
a) Have a substantial adverse effect 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) 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 which would adversely affect day or nighttime views in the area?				**X**
Section 3.2 Agriculture and Forestry Resources. *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) 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) Result in the loss of forest land or conversion of forest land to a non-forest use?				**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) Involve other changes in the existing environment which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?				**X**
Section 3.3 Air Quality. *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**		
Section 3.4 Biological Resources. *Would the project:*				
a) 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?				**X**
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
c) 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?				**X**
d) 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?				**X**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**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
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
Section 3.5 Cultural Resources. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites?				X
Section 3.6 Geology and Soils. *Would the project:*				
a) 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?			X	
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located 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) Result in, or expose people to, potential impacts, including location on expansive soil, as defined in Table 18-1 B of the California Building Code (2012), creating substantial risks to life or property?		X		
e) Be located on soils that are 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. *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	

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
b) 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. *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 that 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) 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, 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. *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

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) Substantially alter the existing drainage pattern of the site or area, including 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?				X
d) Substantially alter the existing drainage pattern of the site or area, including through 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 that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise 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 as a result of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning. *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 plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. *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

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
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. *Would the project:*				
a) Result in 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) Result in exposure of people to, or generation of, excessive ground-borne noise levels?			X	
c) Result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Result in 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
Section 3.13 Population and Housing. *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. *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

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) Other governmental services?				X
Section 3.15 Recreation. *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 which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation and Circulation. *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, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				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) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
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. *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

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) Require or result in the construction of new stormwater 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 wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				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
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) Will not have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				X

7. MITIGATION MEASURES

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

Mitigation Measure No. 1 (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. 2 (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.

Mitigation Measure No. 3 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 4 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required due to the potential impacts from expansive soil:

Mitigation Measure No. 5 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

The following mitigation is required to ensure that potential impacts are mitigated to impacts that are less than significant:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

Mitigation Measure No. 8 (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. 9 (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. 10 (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. 11 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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

Mitigation Measure No. 12 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 13 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

8. CONCLUSION

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.

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.

INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

DEVELOPMENT PLAN APPROVAL (DPA) 912 AND MODIFICATION PERMIT (MOD) 1263 SORENSEN INDUSTRIAL DEVELOPMENT 9211 SORENSEN AVENUE SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

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

JULY 15, 2016
SFSP 036

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Sorensen Industrial Development.

APPLICANT: Sorenson Industrial Investors, LLC, 7901 Crossway Drive, Pico Rivera, CA, 90660.

ADDRESS: 9211 Sorensen Avenue. Assessor Parcel Number (APN): 8168-009-023.

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

DESCRIPTION: The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new two-tenant industrial building within a 2.29-acre (99,986 square-foot) site located at 9211 Sorensen Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 49,000 square feet. The proposed new building will consist of 39,240 square feet of warehousing, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. The new industrial building will include five dock high truck loading doors and two grade-level truck doors on the building's west-facing elevation. Parking will be provided on surface parking areas and will include 92 stalls. The parking area will be located along the east and west sides of the new industrial building. Access to the proposed development will be provided by two driveways located along Sorensen Avenue and John Street. The proposed building will have a maximum height of 38 feet and 6 inches. Lastly, a total of 18,632 square feet will be dedicated for landscaping.

Discretionary approvals required as part of the proposed project's implementation include the following:

- Development Plan Approval (DPA) 912;
- Modification Permit (MOD) 1263; and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for construction, grading, utility connections, and building occupancy.

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

- The proposed project *will not* have the potential to degrade the quality of the environment.

- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

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

Signature _____ Date _____

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction of a proposed two-tenant industrial building within a 2.29-acre (99,986 square-foot) site located at 9211 Sorensen Avenue. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 49,000 square feet. The proposed project will consist of 39,240 square feet of warehousing, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. The new industrial building will include five dock high truck loading doors and two grade-level truck doors on the building's west-facing elevation. Parking will be provided on surface parking areas and will include 92 stalls. The parking area will be located along the east and west sides of the new industrial building. Access to the proposed development will be provided by two driveways located along Sorensen Avenue and John Street. The proposed building will have a maximum height of 38 feet and 6 inches. Lastly, a total of 18,632 square feet will be dedicated for 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 Sorenson Industrial Investors, LLC, 7901 Crossway Drive, Pico Rivera, CA, 90660. Discretionary approvals required as part of the proposed project's implementation include the following:

- Development Plan Approval (DPA) 912;
- Modification Permit (MOD) 1263; and
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for construction, grading, utility connections, and building occupancy. 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:

---

[1] O.C. Design & Engineering. *Sorensen Warehouse/Office Concrete Tilt Up Building.* Site plan dated May 17, 2016.

[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.

- 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 (MND), or Negative Declaration (ND) 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.

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:

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

1.2 INITIAL STUDY'S ORGANIZATION

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

- *Section 1 - Introduction*, provides the procedural context surrounding this Initial Study's preparation and insight into its composition.

- *Section 2 - Project Description*, provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.

- *Section 3 - Environmental Analysis*, includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.

- *Section 4 - Conclusions*, summarizes the findings of the analysis.

[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).

- *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 below and on the following pages.

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 Aesthetics. *Would the project:*				
a) Have a substantial adverse effect 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) 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 which would adversely affect day or nighttime views in the area?				**X**
Section 3.2 Agriculture and Forestry Resources. *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) 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) Result in the loss of forest land or conversion of forest land to a non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?				**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 3.3 Air Quality. *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		
Section 3.4 Biological Resources. *Would the project:*				
a) 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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) 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?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

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 3.5 Cultural Resources. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites?				X
Section 3.6 Geology and Soils. *Would the project:*				
a) 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?			X	
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located 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) Result in, or expose people to, potential impacts, including location on expansive soil, as defined in Table 18-1 B of the California Building Code (2012), creating substantial risks to life or property?		X		
e) Be located on soils that are 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. *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) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				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 3.8 Hazards and Hazardous Materials. *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 that 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) 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, 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. *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 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?				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 alter the existing drainage pattern of the site or area, including through 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 that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise 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 as a result of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning. *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 plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. *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. *Would the project:*				
a) Result in 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	

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) Result in exposure of people to, or generation of, excessive ground-borne noise levels?			X	
c) Result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Result in 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
Section 3.13 Population and Housing. *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. *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. *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	

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) Affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation and Circulation. *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, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				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) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
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. *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 stormwater 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 1-1
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 wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**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**
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) Will not 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, in its capacity as the Lead Agency, is considering an application to construct and operate a new two-tenant industrial building within a 2.29-acre (99,986 square-foot) site located at 9211 Sorensen Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 49,000 square feet. The proposed project will consist of 39,240 square feet of warehousing, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. The new industrial building will include five dock high truck loading doors and two grade-level truck doors on the building's west-facing elevation. Parking will be provided on surface parking areas and will include 92 stalls. The parking area will be located along the east and west sides of the new industrial building. Access to the proposed development will be provided by two driveways located along Sorensen Avenue and John Street. The proposed building will have a maximum height of 38 feet and 6 inches. Lastly, a total of 18,632 square feet will be dedicated for landscaping.

2.2 PROJECT LOCATION

The project site is located on the northern portion of the City of Santa Fe Springs, along Sorensen Avenue. The City of Santa Fe Springs is located approximately 13 miles southeast of Downtown Los Angeles and 18 miles northwest of Downtown Santa Ana. 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 1.63 miles west of the site) and the Puente Hills (located approximately four miles northeast).[6]

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 and the I-605 Freeway extends along the City's westerly side in a north-south orientation. Other freeways that serve the area include the Artesia (SR-91) Freeway and the Glenn Anderson (I-105) Freeway.[7] 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 9211 Sorensen Avenue, Santa Fe Springs, California 90670. The project site is located on the southwest corner of Sorensen Avenue and John Street.[8] Vehicular access to the project site will be provided by two driveway connections along Sorensen Avenue and John Street. The project site's Assessor's Parcel Number (APN) is 8168-009-023. A vicinity map is provided in Exhibit 2-3.

[6] Google Earth. Website accessed June 8, 2016.

[7] Ibid.

[8] Ibid.

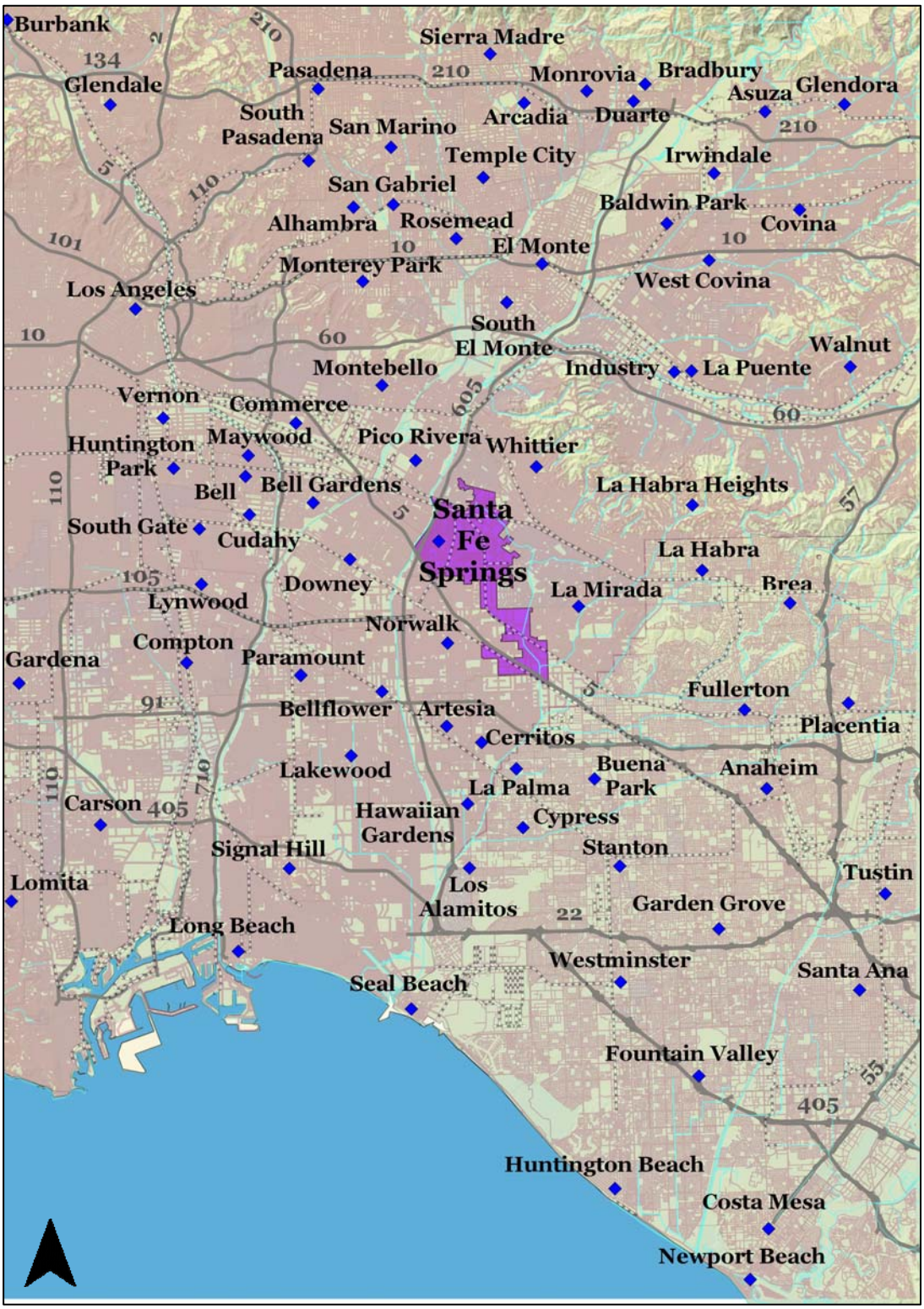


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

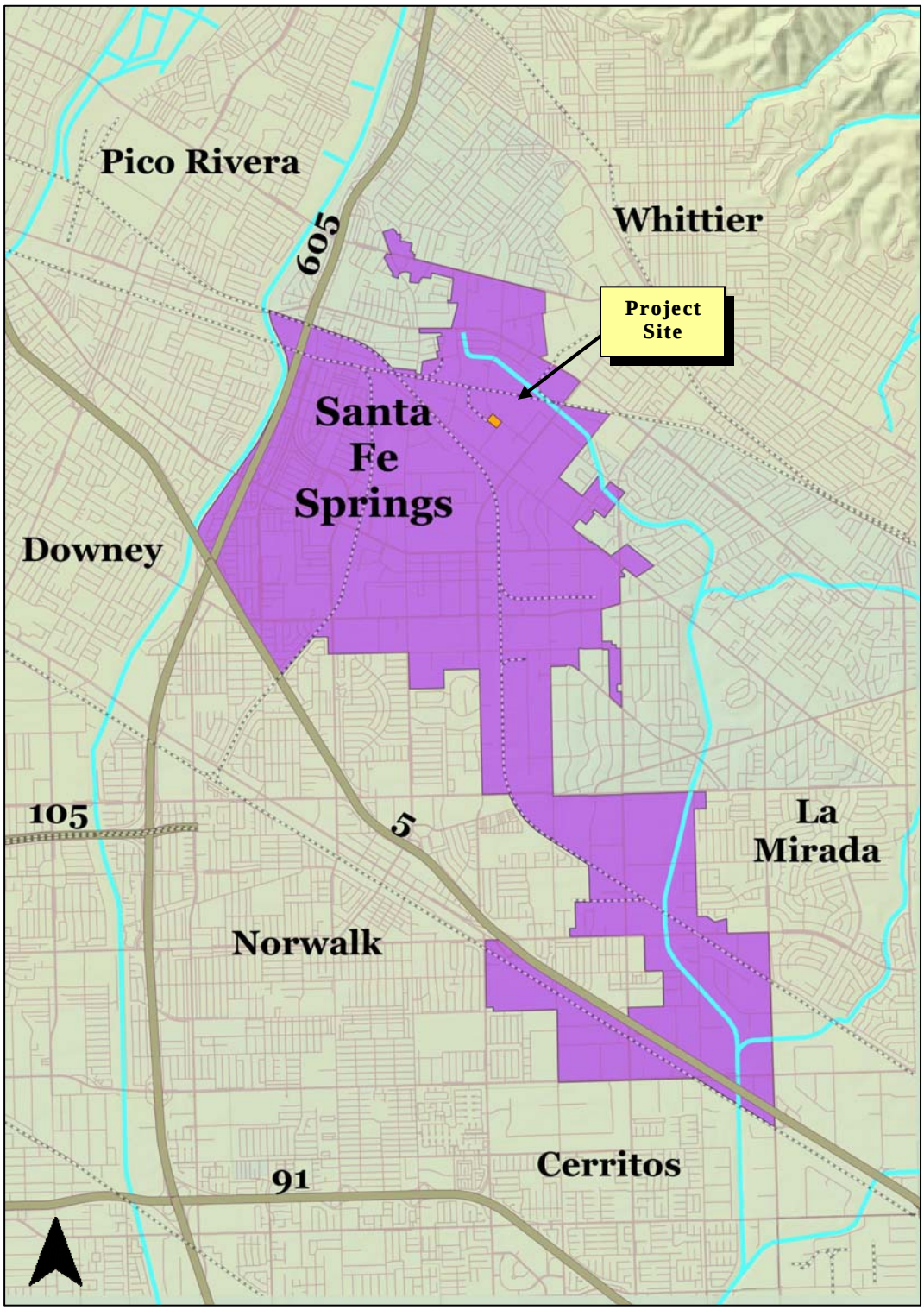


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

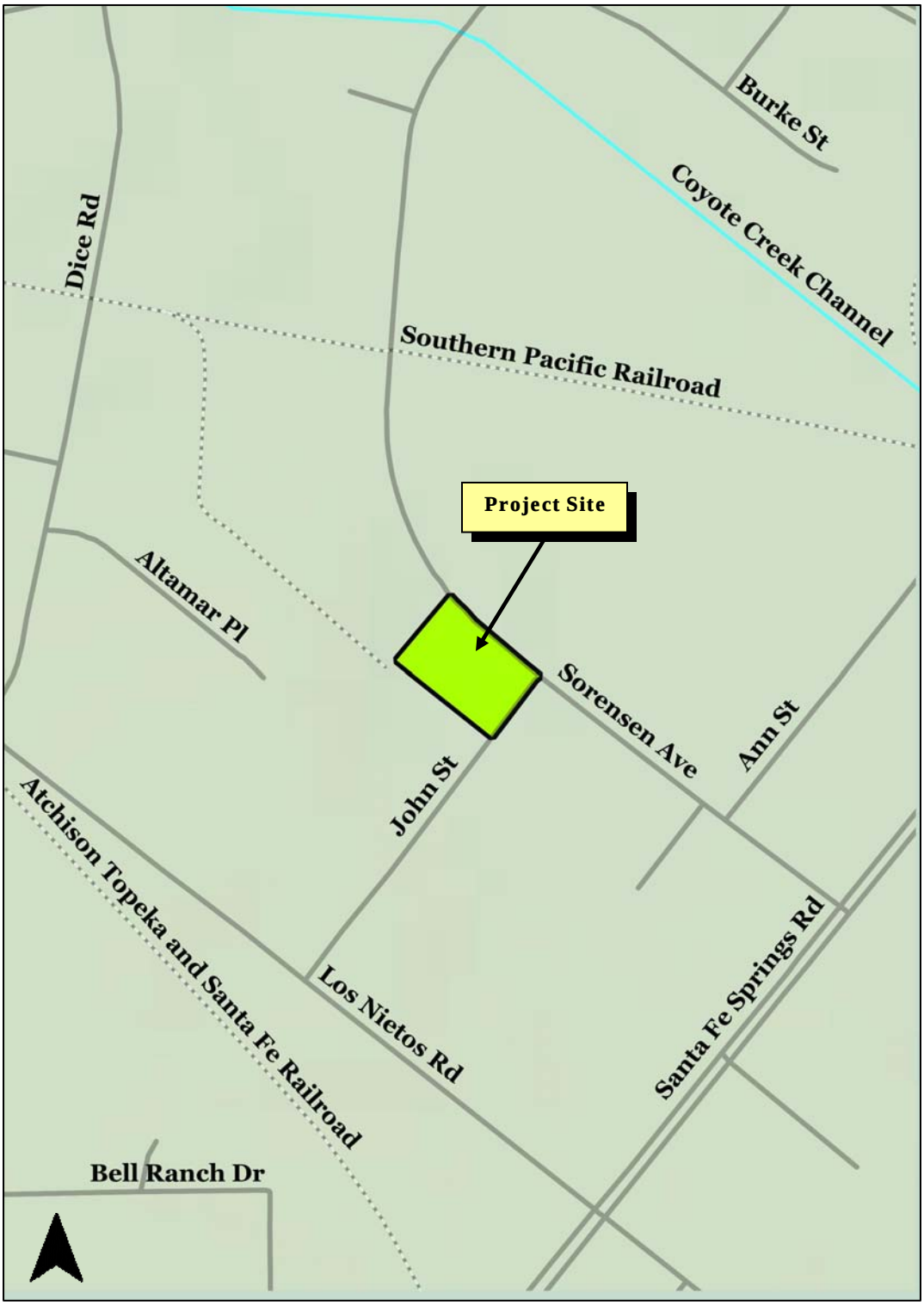


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 2.29-acre site is surrounded by industrial uses on all sides. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibits 2-5 through 2-8 show photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below: [9]

- *North of the Project Site.* Sorensen Avenue abuts the project site to the north and extends in a northwest-southeast orientation. A mix of industrial development is located north of the project site. Across Sorensen Avenue is Tangram Interiors, an office interior company. Other industrial uses located north of the project site include a railroad yard, a bike company, a lighting supplier, and a food distributor. Although purely industrial uses occupy the project site's immediate vicinity to the north, a single family residential area is located 0.6 miles northwest of the project site along Burke Street. Views of this area are provided in Exhibit 2-9.

- *South of the Project Site*. Los Nietos Road extends in a northwest-southeast orientation and is located approximately 1,200 feet southwest of the project site. Abutting the project site to the south is Rio Home Fashions. Other industrial uses south of the project site include a women's fashion supplier, a tool store and a medical supply store. Although purely industrial uses occupy the project site's immediate vicinity to the south, a single family residential area is located 0.6 miles southeast of the project site along Greenleaf Avenue. Views of this area are provided in Exhibit 2-10.

- *East of the Project Site.* John Street abuts the project site to the east and extends in a northeast-southwest orientation. Located east of the project site and across John Street is Valvoline, a car lubricating oils supplier. Other industrial uses located east of the project site include a trucking company, an industrial diesel engines producer, and a gypsum wallboard producer. Views of this area are provided in Exhibit 2-11.

- *West of the Project Site*. Dice Road extends in a north-south orientation and is located approximately 1,600 feet west of the project site. Abutting the project site to the west is Viking SupplyNet, a fire sprinkler supplier. Other industrial uses west of the project site include a gas supplier, and a home and pool care product manufacturer. Views of this area are provided in Exhibit 2-12.

Other notable uses within the vicinity of the project site include St. Paul Catholic High School (located approximately one half mile southeast of the project site, along Greenleaf Avenue), Aeolian Elementary School (located approximately 0.75 miles northwest of the project site), Los Nietos Middle School (located approximately one mile northwest of the project site, along Rivera Road), and York Field (located approximately 0.6 miles northeast of the project site, along Santa Fe Springs Road.

[9] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 10, 2016.

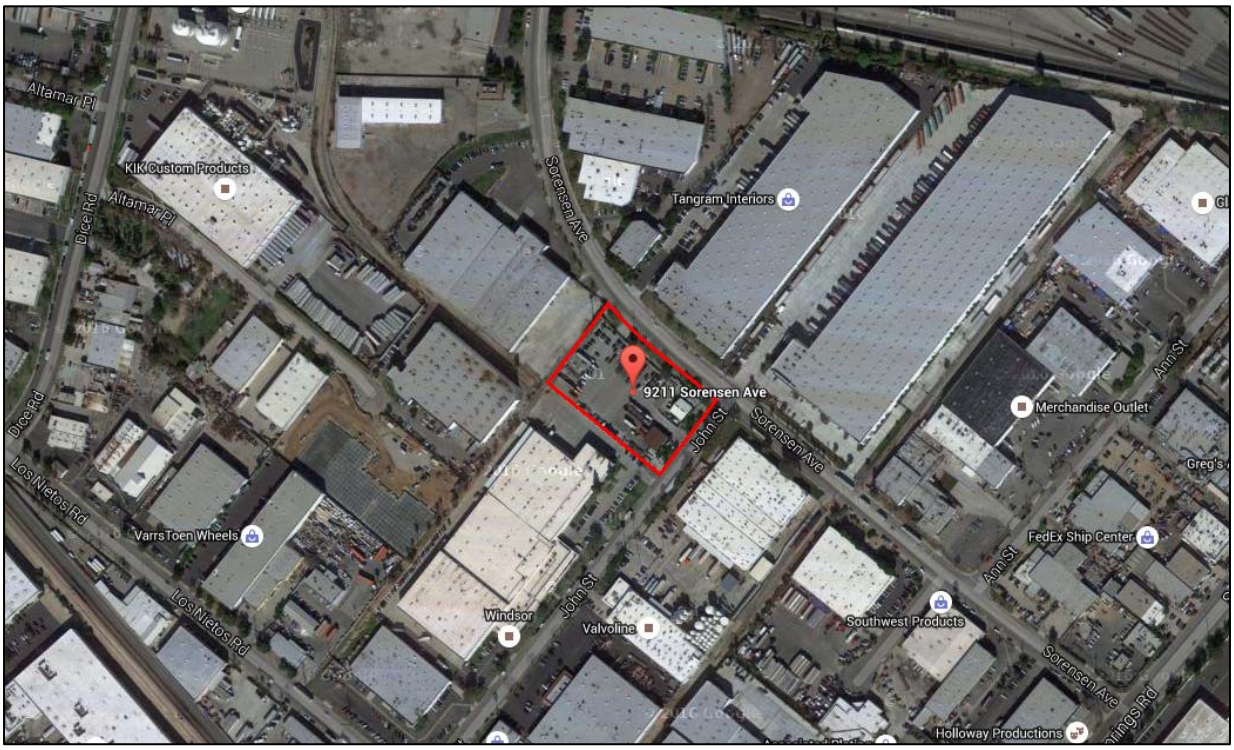
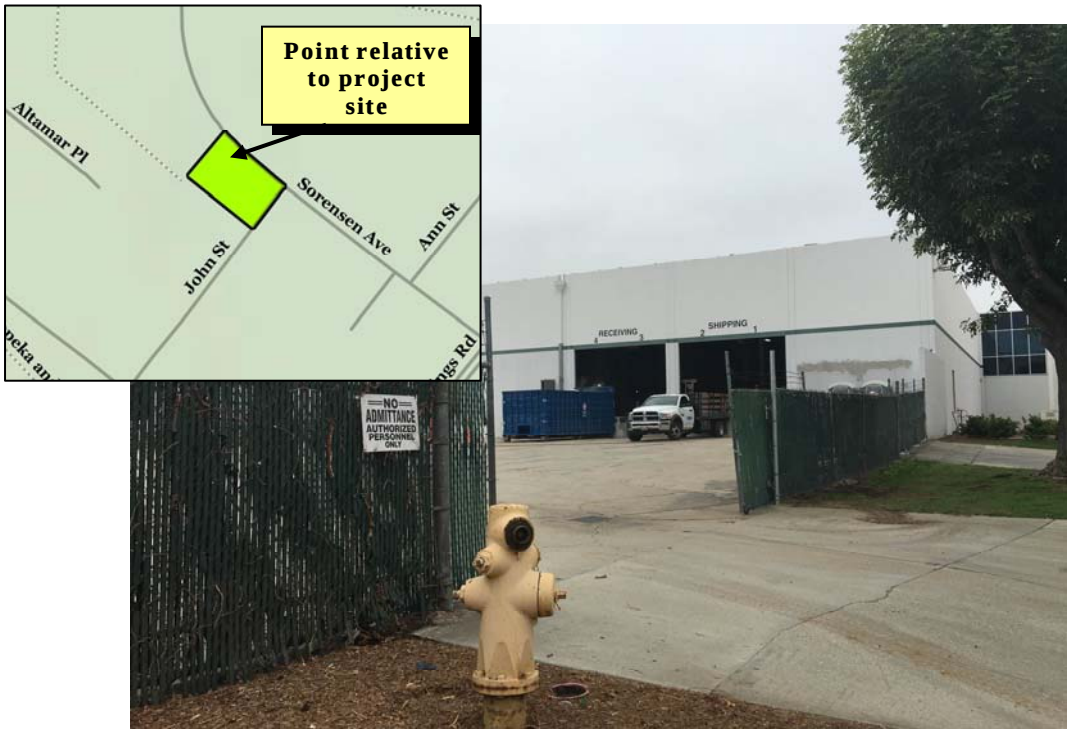


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of project site from Sorensen Avenue west driveway, facing southwest



View of project site from Sorensen Avenue east driveway, facing southwest

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



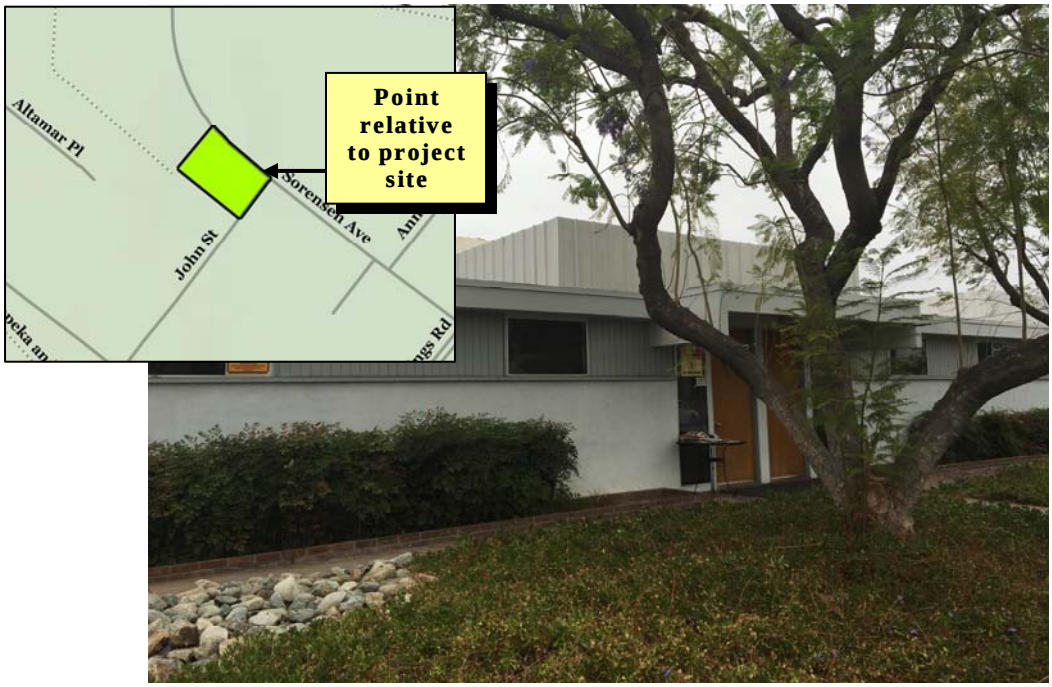
View of project site from Sorensen Avenue east driveway, facing south



View of project site office building, facing northwest

EXHIBIT 2-6
PHOTOGRAPHS OF PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of project site office building from Sorensen Avenue



View of project site from John Street driveway, facing northwest

EXHIBIT 2-7
PHOTOGRAPHS OF PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of project site from southern adjacent use driveway, facing northwest



View of project site frontage from southern adjacent use driveway

EXHIBIT 2-8
PHOTOGRAPHS OF PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Sorensen Avenue, facing northwest



View of Tangram Interiors, north of the project site

EXHIBIT 2-9
PHOTOGRAPHS OF USES NORTH OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Phoenix Warehouse of California, LLC, east of the project site



View of Sorensen Avenue, facing southeast

EXHIBIT 2-10
PHOTOGRAPHS OF USES SOUTH OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Valvoline, east of the project site



View of Valvoline frontage along John Street, east of the project site

EXHIBIT 2-11
PHOTOGRAPHS OF USES EAST OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of John Street, facing southwest



View of Rio Home Fashions, south of the project site

EXHIBIT 2-12
PHOTOGRAPHS OF USES WEST OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Major roadways in the area include Santa Fe Springs Road, located approximately 0.3 miles southeast of the project site; Slauson Avenue, located approximately 0.55 miles north of the project site; and Norwalk Blvd, located approximately 0.6 miles west of the project site.[10]

Three buildings currently occupy the eastern portion of the project site. The three buildings measure 2,304 square feet, 2,836 square feet, and 1,800 square feet in floor area and were built in 1965 and 1966.[11] The remainder of the project site is paved in asphalt and utilized as a parking lot area where numerous vehicles are temporarily stored. The property is occupied by CAA Transport, a vehicle transportation company.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will involve the construction of a new 49,000 square-foot industrial building within a 99,986 square-foot (2.29 acre) lot. The proposed project will consist of the following elements:

- *Industrial Building Characteristics.* A new two-tenant, 49,000 square-foot concrete tilt-up industrial building will be erected within the 2.29 acre project site. The proposed building will consist of a single floor and will include 39,240 square feet of warehousing space, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. Unit A will be allotted 21,148 square feet of warehousing space, 3,500 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. Unit B will be allotted 18,092 square feet of warehousing space and 1,500 square feet of first floor office space. Unit B will not be allotted mezzanine space. The building will have a maximum length of 236 feet and a maximum width of 215 feet. The proposed project will have a footprint of 44,240 square feet and a floor area ratio (FAR) of 0.49. The building's maximum height will be 38 feet and 6 inches.[12]

- *Parking Characteristics.* Parking for the industrial building will be provided by surface parking areas and will include 92 parking stalls. The parking area will be located on the east and west sides of the new industrial building and will include 65 standard stalls, 23 compact stalls, four ADA parking stalls, and one bicycle rack.[13]

- *Loading Docks and Internal Circulation.* The proposed industrial building's west elevation will feature five dock high truck loading doors and two grade-level truck doors. Three dock high truck loading doors and one grade-level truck door will be provided for Unit A and two dock high truck loading doors and one grade-level truck door will be provided for Unit B. Access to the proposed

[10] Google Earth. Website accessed June 9, 2016.

[11] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed June 13, 2016.

[12] O.C. Design & Engineering. *Sorensen Warehouse/Office Concrete Tilt Up Building.* Site plan dated May 17, 2016.

[13] Ibid.

building will be provided by an internal roadway. The internal roadway will also serve as fire truck access lane.[14]

- *Site Access.* Access to the proposed development will be provided by two driveways: one 40-foot driveway located along Sorensen Avenue, and one 26-foot driveway located along John Street. The west driveway on Sorensen Avenue will be shifted slightly west and the east driveway on Sorensen Avenue will be eliminated. The driveway on John Street will be eliminated and relocated further south on John Street. [15]

- *Other Improvements.* A total of 18,632 square feet will be dedicated for landscaping. Landscaping will be installed along all but the southern side of the building. In addition, a new meandering, concrete walkway will be provided along Sorensen Avenue and John St. Lastly, two 157.5 square-foot trash enclosures will be provided.[16]

The conceptual site plan is shown in Exhibit 2-13. Conceptual elevations are provided in Exhibits 2-14 and 2-15. A conceptual illustration is provided in Exhibit 2-16.

2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

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

- *Demolition.* The foundations and other on-site improvements from the existing buildings will need to be demolished in order to accommodate the proposed project. Removal of vegetation also occurs during this time. This phase will require approximately one month to complete.

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

- *Grading.* During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.

- *Construction.* The new 49,000 square-foot industrial building will be constructed during this phase. This phase will require approximately four months to complete.

- *Paving, Landscaping, and Finishing.* This concluding phase will involve the finishing of the new industrial building, the paving of the parking areas and hardscape, the installation of the landscape, and the completion of other on-site improvements. This phase will require approximately two months to complete.

[14] O.C. Design & Engineering. *Sorensen Warehouse/Office Concrete Tilt Up Building.* Site plan dated May 17, 2016.

[15] Ibid.

[16] Ibid.



EXHIBIT 2-13
CONCEPTUAL SITE PLAN
SOURCE: O.C. DESIGN AND ENGINEERING

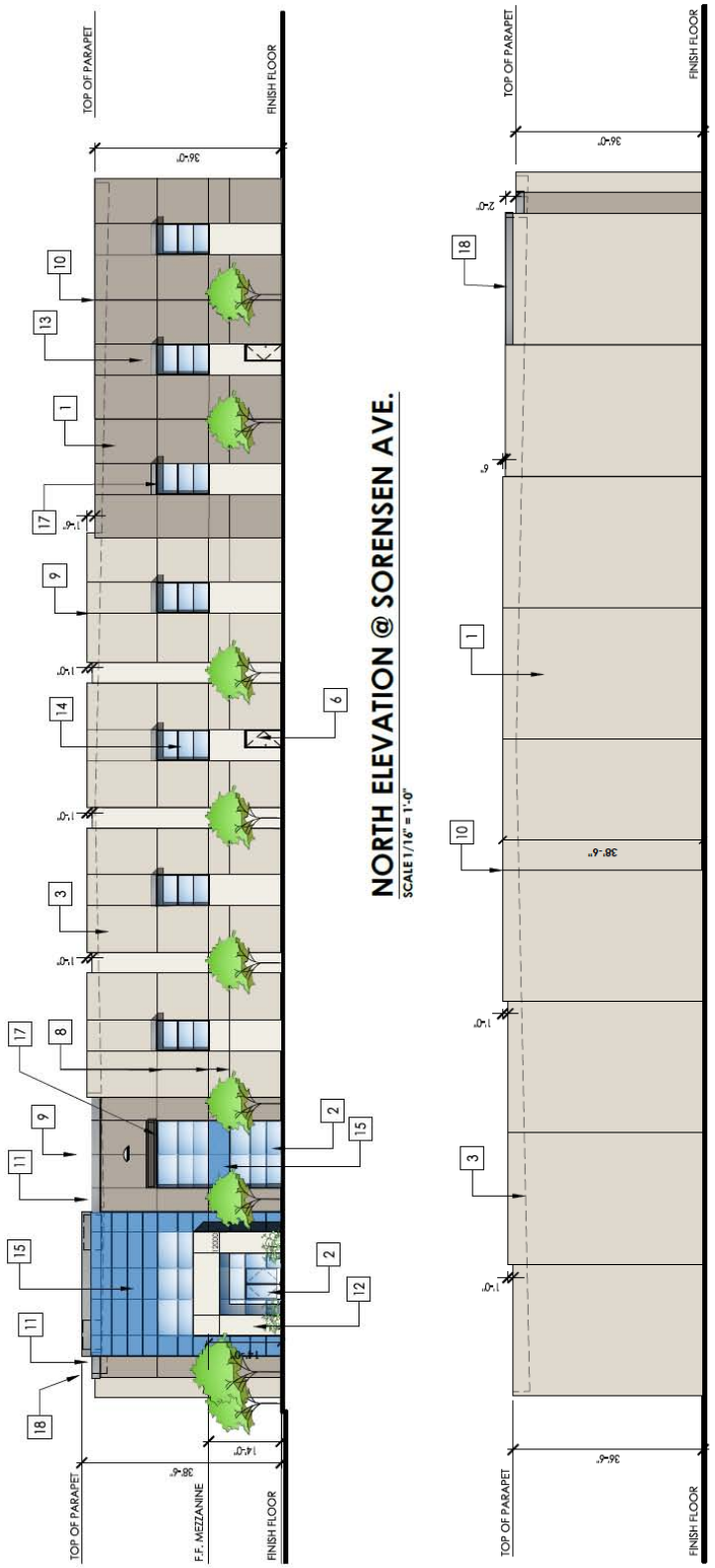


EXHIBIT 2-14
CONCEPTUAL BUILDING ELEVATIONS, NORTH AND SOUTH
SOURCE: O.C. DESIGN AND ENGINEERING



EXHIBIT 2-15
CONCEPTUAL BUILDING ELEVATIONS, EAST AND WEST
SOURCE: O.C. DESIGN AND ENGINEERING



EXHIBIT 2-16
CONCEPTUAL SITE RENDERING
SOURCE: O.C. DESIGN AND ENGINEERING

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 is in conformance with the policies of the City of Santa Fe Springs General Plan.

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

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

2.6 DISCRETIONARY ACTIONS

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

- *Development Plan Approval (DPA) 912* to allow the construction of a new two-tenant concrete tilt up industrial building measuring 49,000 square-foot in total floor area.
- *Modification Permit (MOD) 1263* to allow a reduction to the side yard setback requirement on the corner side yard along Sorensen Avenue.
- *CEQA Compliance.* 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 and Circulation(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:

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse effect on a scenic vista? ● No Impact.

The project site is presently occupied by three buildings and asphalt-paved parking areas and walkways. The proposed project involves the construction of a 49,000 square-foot industrial building with a maximum height of 38 feet and 6 inches. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains. Current development along Sorensen Avenue and John Street restricts views of the aforementioned scenic vistas from uses on all sides of the project site. Furthermore, the project site is located in an area that is zoned as Heavy Manufacturing (M-2). A residential neighborhood is located approximately 0.6 miles northwest of the project site and a second residential neighborhood is located 0.6 miles southeast of the project site. The two residential neighborhoods are not in the line-of-sight-of the proposed development. Additionally, the proposed project will also replace older structures with modern development. As a result, the proposed project will not have an impact on a scenic vista.

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

The project site is presently occupied by three buildings and asphalt-paved parking areas and walkways. There are currently approximately 40 trees on-site. The proposed landscape plan calls for extensive landscaping and therefore will not damage trees as a scenic resource. There are neither rock outcroppings nor historic buildings located on-site.[17] According to the California Department of Transportation, neither Sorensen Avenue nor John Street is a designated scenic highway and there are no State or County

[17] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 10, 2016.

designated scenic highways in the vicinity of the project site.[18] As a result, no impacts on scenic resources will result from the proposed project's implementation.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? ● No Impact.

As indicated previously, the project site is currently occupied by three buildings and asphalt-paved parking areas and walkways. 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 improve the City's appearance along a highly-traveled roadway (Sorensen Avenue). The proposed industrial building will have a maximum height of 38 feet and 6 inches and will be comparable in height to the surrounding industrial buildings along Sorensen Avenue and John Street. In addition, the proposed landscape plan will enhance the existing visual character because extensive landscaping will be added, along with a new meandering concrete walkway.[19] As a result, no impacts are expected to result.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● No Impact

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* and is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The project site is located in the midst of an industrial area and there are no light sensitive receptors located in the vicinity of the project site that would be affected by the introduction of additional sources of light trespass. A residential neighborhood is located approximately 0.6 miles northwest of the project site and a second residential neighborhood is located 0.6 miles southeast of the project site.[20] These sensitive receptors are not in the line-of-sight of the project site because the line-of-sight is obstructed by existing buildings. Therefore, no light sensitive uses will be impacted by the presence of light. As a result, no impacts will result upon the implementation of the proposed project.

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 Sorensen Avenue or John Street, damage or interfere with any scenic resources or highways, or degrade the project site and surrounding areas; therefore, no cumulative impacts will occur

3.1.4 MITIGATION MEASURES

The analysis determined that no impacts related to aesthetics and views are anticipated upon the implementation of the proposed project, therefore no mitigation measures are required.

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[18] California Department of Transportation. *Official Designated Scenic Highways.* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

[19] O.C. Design & Engineering. *Sorensen Warehouse/Office Concrete Tilt Up Building.* Site plan dated May 17, 2016.

[20] Google Earth. Website accessed June 13, 2016.

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 or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance to non-agricultural use;
- 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 which, due to their location or nature, may result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

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.

Based on a review of historical documents, the project site was part of larger agricultural area until the late 1960s.[21] In the years 1965 and 1966, the property was developed with the three existing structures on the eastern portion of the project site and a large open area on the western portion of the property.[22] The project site has been used as a trucking yard since its development.

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. A Light Agriculture zone (A-1) exists within the City's zoning code and the proposed project site's M-2 zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer. However, the City's General Plan does not identify any agricultural uses within City boundaries.[23] The proposed project will not require a zone change and no loss of land zoned for/or permitting agricultural uses will occur. As a result, no impacts on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will occur with the implementation of the proposed project.

[21] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

[22] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed June 13, 2016.

[23] City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.241, Principal Permitted Uses.

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

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[24] Additionally, the project site is currently zoned as M-2 (Heavy 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-2 zone but are not exclusive to the M-2 zoning designation; therefore, no conflict in zoning for agricultural uses will occur. As a result, no impacts will occur from the proposed project's implementation.

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

The City of Santa Fe Springs and the project site are located in the midst of a larger urban area and no forest lands are located within the City (refer to Exhibit 3-1). The City of Santa Fe Springs General Plan and the Santa Fe Springs Zoning Ordinance do not provide for any forest land preservation.[25] 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.

As indicated previously in Section 3.2.2.C, no forest lands are located within the vicinity of the project site or the City of Santa Fe Springs. 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 which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.

The proposed project will be constructed on a site which is currently developed and within a larger industrial area. Therefore, the proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

[24] 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

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



EXHIBIT 3-1
LAND COVER IN PROJECT AREA
SOURCE: GOOGLE EARTH

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 impacts on these resources. As a result, no cumulative impacts on agriculture or forestry resources will occur.

3.2.4 MITIGATION MEASURES

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

3.3 AIR QUALITY

3.3.1 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 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. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide 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. Nitrogen dioxide 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 because 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};
- 55 pounds per day or 2.43 tons per quarter of $PM_{2.5}$; 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 per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds 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. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2012 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[26] 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:[27]

- *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.

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

[27] 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.[28]

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 2016-2040 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 7,400 new jobs through the year 2040.[29] According to the State of California Employment Development Department, the City's current unemployment rate is 5.6 percent, which means there are 400 residents actively seeking work.[30] A total of 49 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 project's construction period is expected to last approximately nine months (refer to Section 2.4.2) and would include demolition, site preparation, grading, erection of the new industrial building, and the finishing of the project (e.g. painting, landscaping, paving of parking area). 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.

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

[29] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2040.* April 2016.

[30] State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary.* http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html. Website accessed June 13, 2016.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	2.72	26.59	20.87	0.02	1.92	1.55
Demolition (off-site)	0.07	0.43	1.03	--	0.18	0.05
Total Demolition Phase	**2.79**	**27.02**	**21.90**	**0.02**	**2.10**	**1.60**
Site Preparation (on-site)	2.31	24.23	15.93	0.02	6.63	4.10
Site Preparation (off-site)	0.03	0.04	0.47	--	0.09	0.02
Total Site Preparation	**2.34**	**24.27**	**16.40**	**0.02**	**6.72**	**4.12**
Grading (on-site)	1.88	19.79	13.18	0.01	5.65	3.47
Grading (off-site)	0.03	0.04	0.47	--	0.09	0.02
Total Grading	**1.91**	**19.83**	**13.65**	**0.01**	**5.74**	**3.49**
Building Construction (on-site)	2.95	19.11	14.31	0.02	1.23	1.18
Building Construction (off-site)	0.24	1.27	3.43	--	0.51	0.15
Total Building Construction	**3.19**	**20.38**	**17.74**	**0.02**	**1.74**	**1.33**
Paving (on-site)	1.28	12.10	9.03	0.01	0.73	0.68
Paving (off-site)	0.05	0.06	0.76	--	0.15	0.04
Total Paving	**1.33**	**12.16**	**9.79**	**0.01**	**0.88**	**0.72**
Architectural Coatings (on-site)	33.51	2.19	1.87	--	0.17	0.17
Architectural Coatings (off-site)	0.03	0.03	0.41	--	0.08	0.02
Total Architectural Coatings	**33.54**	**2.22**	**2.28**	**--**	**0.25**	**0.19**
Maximum Daily Emissions	**33.53**	**27.01**	**21.91**	**0.03**	**6.72**	**4.13**
Daily Thresholds	**75**	**100**	**55o**	**150**	**150**	**55**

Source: CalEEMod.

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 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)	7.59	--	0.05	--	--	--
Energy (lbs/day)	--	0.05	0.04	--	--	--
Mobile (lbs/day)	1.86	6.08	24.13	0.07	4.80	1.35
Total (lbs/day)	**9.46**	**6.13**	**24.23**	**0.07**	**4.81**	**1.35**
Daily Thresholds	**55**	**55**	**55o**	**15o**	**15o**	**55**

Source: CalEEMod.

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 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 reduce the potential 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 traveling 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 sustainable growth objectives.

Finally, the proposed project would not exceed the adopted projections used in the preparation of the Regional Transportation Plan (refer to the discussion included in Section 3.3.2.A). As a result, the potential air quality impacts related to the generation of criteria pollutants are less than significant.

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.[31] These population groups are generally more sensitive to poor air quality. Sensitive receptors near the project site include St. Paul Catholic High School, located one half mile southeast of the project site, Aeolian Elementary School, located 0.75 miles northwest of the project site, and Los Nietos Middle School, located one mile northwest of the project site. Additionally, a residential neighborhood is located approximately 0.6 miles northwest of the project site and a second residential neighborhood is located 0.6 miles southeast of the project site.[32] The location of the aforementioned sensitive receptors is shown in Exhibit 3-2. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) and long-term (operational) emissions at a fixed location and do not include off-site or area-wide emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to 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 500 meters, since the nearest sensitive receptor (St. Paul Catholic High School) is located 805 meters (one half mile) southeast of the project site. 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_x	27.01	Construction	172	165	176	194	**244**
NO_x	1.62	Operations	172	165	176	194	**244**
CO	21.91	Construction	1,480	1,855	2,437	3,897	**9,312**
CO	6.42	Operations	1,480	1,855	2,437	3,897	**9,312**
PM_{10}	1.18	Operations	4	10	16	23	**49**
PM_{10}	6.72	Construction	7	21	39	74	**182**
$PM_{2.5}$	0.33	Operations	2	3	4	8	**25**
$PM_{2.5}$	4.13	Construction	7	10	18	39	**120**

Source: CalEEMod.

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

[32] Google Earth. Website accessed June 13, 2016.

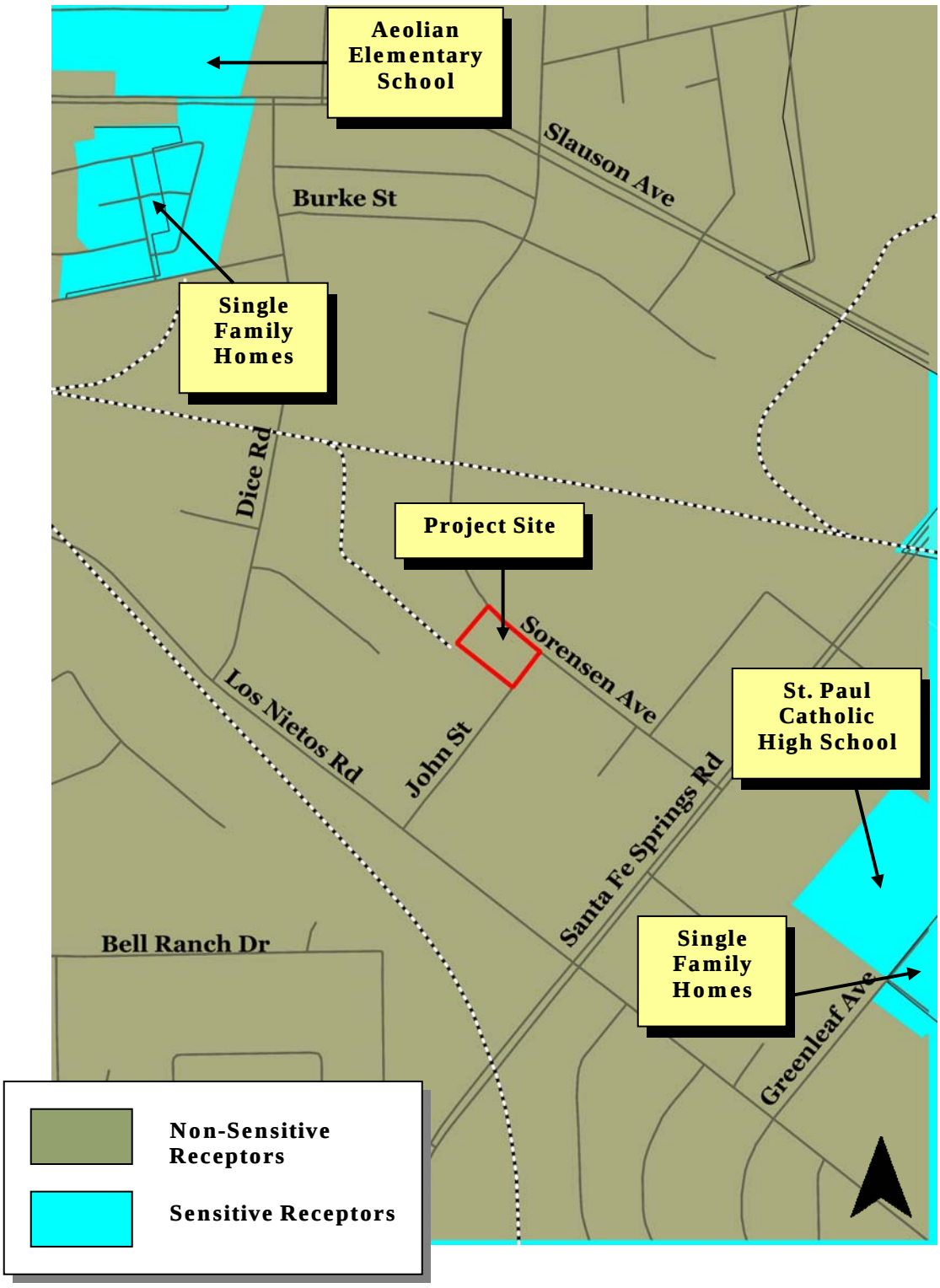


EXHIBIT 3-2
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, therefore, 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).[33]

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 174 daily trips, with 15 trips occurring during the AM peak hour, and 16 trips occurring during the PM peak hour. The existing trip generation is 178 daily trips. The projected peak hour traffic will not degrade any local intersection's level of service (LOS E or F) because the 174 daily trips represent a decrease in traffic volumes from the current traffic volumes existing with the current use. 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? ● Less Than Significant Impact with Mitigation

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.[34] As designed, the proposed project will have general warehousing and distribution uses. The proposed project will not be involved in any of the aforementioned odor-generating activities. Given the nature of the anticipated uses, no impacts related to odors are anticipated with the proposed project. In addition, the project site is not located in the vicinity of any odor-generating use. However, the diesel equipment used during the construction period may result in odors in the absence of mitigation. As a result, the following measure is required:

- To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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

[33] "LOS" refers to "Level of Service." Refer to Section 3.2.16.A.

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

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

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

Mitigation Measure No. 1 (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. 2 (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.

Mitigation Measure No. 3 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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.

The project site is currently paved over in concrete and asphalt and is occupied by three buildings and an extensive parking area. The project site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site is not a suitable environment for any candidate, sensitive or special status species. There are no local or regional plans, policies, or regulations that identify candidate, sensitive or special status species except those identified by the California Department of Fish and Wildlife. 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 seven threatened or endangered species located within the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).[35] These species include:

- The *California Gnatcatcher* is not likely to be found on-site due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[36]

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.[37]

- 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.[38] The nearest body of water is the northern fork of Coyote Creek, located approximately 0.35 miles northeast of the project site.

- The *Bank Swallow* lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is the northern fork of Coyote Creek, located approximately 0.35 miles northeast of the project site; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development is not an ideal environment for the Bank Swallow.[39]

- The *Willow Flycatcher's* habitat consists of marsh, brushy fields, and willow thickets. 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.[40]

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.[41]

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

[36] Audubon. *California Gnatcatcher (Polioptila californica).* https://www.audubon.org/field-guide/bird/california-gnatcatcher.

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

[38] Blodgett Baylosis Environmental Planning. *Site Survey.* Survey was completed on June 10, 2016.

[39] Audubon. *Bank Swallow (Riparia riparia).* https://www.audubon.org/guia-de-aves/ave/bank-swallow. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html.

[40] Audubon. *Willow flycatcher (Empidonax traillii).* http://birds.audubon.org/birds/willow-flycatcher.

[41] 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.

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[42] As indicated previously, the project site is located in the midst of an urban area. There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons.

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 to 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.

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, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

The project site is currently paved over in concrete and asphalt and is occupied by three buildings and an extensive parking area. The site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site does not offer a suitable habitat to any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community, nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present on-site or in the adjacent properties. The nearest wetland to the project site is a freshwater emergent wetland located along the San Gabriel River, approximately 2.4 miles southwest, near Wilderness Park in the City of Downey. In addition, there are no designated "blue line streams" located within the project site (refer to Exhibit 3-3).[43] This conclusion is supported by the field survey of the project site and the surrounding area.[44] As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

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

The project site is currently developed with three buildings and an extensive parking area and does not contain any natural wetland and/or riparian habitat. The project's implementation will require the removal of buildings, concrete, asphalt, and landscaping on-site to accommodate the proposed project. The vegetation currently on-site consists of species that are typically not found in a wetland environment. The project area and adjacent properties do not contain any natural wetland and/or riparian habitat (refer to

[42] County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles.* http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf.

[43] A blue-line stream is any stream shown as a solid or broken blue line on 7.5 Minute Series quadrangle maps prepared by USGS. Essentially, a blue-line stream is any stream with a significant amount of water-flow for a significant part the year.

[44] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on June 10, 2016.



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

Exhibit 3-3). The project area is located in the midst of an industrial setting and 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 currently occupied by industrial uses and is not located near a body of water. In addition, the site abuts a highly traveled roadway (Sorensen Avenue) 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 the adequate components needed to create a 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 impacts are anticipated.

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). Trees that will be removed with the current landscaping will be replaced upon the implementation of the new landscaping plan; therefore, the proposed project will not violate the City's current tree ordinance. As a result, 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 Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately four miles northeast from the project site.[46] The construction and operation of the proposed project will not affect the

[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.

[46] Google Earth. Website accessed June 13, 2016.

Puente Hills SEA because the proposed development will be restricted to the project site. Therefore, no impacts will occur.

3.4.3 CUMULATIVE IMPACTS

The proposed project will not involve any an incremental loss or degradation of protected habitat. The analysis determined that the proposed project will not result in any impacts on protected plant and animal species. 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 impacts on biological resources. As a result, no mitigation measures are required.

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 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, including tribal cultural resources, as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, 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 the 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://focus.nps.gov/nrhp.

- 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 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]

Two locations in the City 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.[49] Other structures and sites of historic significance within the City of Santa Fe Springs are outlined in Table 3-4. The sites and structures listed in Table 3-4 are not located within or adjacent to the project site.

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

[49] Ibid.

Table 3-4
Historic Resources in Santa Fe Springs

Resource Name	Location	Description
Clarke Estate	10211 Pioneer Boulevard	Site is on the National Register of Historic Places.
Hawkins-Nimocks Estate (Ontiveros Adobe)	12100 Telegraph Road	Site is on the National Register of Historic Places.
Hathaway Home	11901 E. Florence Avenue	The Hathaway Ranch Museum is a registered 501(c)3 non-profit corporation dedicated to preserving and presenting the eras of farming, ranching, and oil development in early Fulton Wells/Santa Fe Springs. The centerpiece of the museum is the ranch house that was constructed in 1933.
German Baptist Church Cemetery	Corner of Los Nietos Road and Painter Avenue	Just before the turn of the century, a colony of German Baptists known as Dunkers settled in the area to farm. In 1972, the Dunkers moved to Modesto, leaving behind their church and the neighboring graveyard.
Santa Fe Springs Hotel	2 blocks north of Telegraph Rd. and 2 blocks east Norwalk Blvd.	Site of 1880's hotel.
Four Corners (Fulton Wells)	Norwalk Blvd. and Telegraph Rd.	A Banning Stage Coach stop was located here.

Source: Los Angeles County Historical Directory. Janet I. Atkinson.

Based on a review of historical documents, the project site was part of larger agricultural area until the late 1960s. Historical use of immediately adjoining properties was largely agricultural since at least 1928 until the early 1970s when commercial development occurred on the adjacent properties and much of the surrounding area. [50] In the years 1965 and 1966, the property was developed with the three current structures on the eastern portion of the property and a large open area on the western portion of the property.[51] The project site has been used as a trucking yard since its development.

Historical aerial photographs of the project site and surrounding area were reviewed by Advanced GeoEnvironmental, Inc (AGE) to determine information on past land use patterns. These photographs date back to 1928 and were supplied by EDR Aerial Photography. From this search, the following information was gathered:[52]

- *1928, 1938, 1947:* The project site is developed agriculturally and is part of larger property. Sorensen Avenue is not developed. A homestead or possible ranch buildings are seen nearly adjacent to the west of the property. The adjacent properties to the north, south, east and west are also agricultural in nature. The surrounding area is largely agricultural and is developed with large aboveground tanks. A very large aboveground tank is seen approximately one quarter mile southeast of the property. A few roads and railroad lines are seen in the surrounding area.

- *1953, 1963:* The project site appears similar to the previous photograph with the exception of a possible small channel on the southern portion of the property. The adjacent properties also

[50] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

[51] Los Angeles County Office of the Assessor. *Property Assessment Information System*. Website accessed June 13, 2016.

[52] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

appear similar to the previous photograph. The surrounding area remains largely agricultural with some minimal development. Many of the previously seen large aboveground tanks have been removed. The very large aboveground tank previously seen to the southeast has been partially developed over with commercial structures.

- *1972:* The project site appears developed with two small structures on the eastern side of the property. The adjacent properties to the north, west and east are all developed with commercial buildings. Sorensen Avenue is developed north of the project site and John Street is developed on the eastern side of the project site. The adjacent parcel to the south appears undeveloped and graded. Nearly the entire surrounding area is developed with commercial structures and large parking areas. A railroad yard is seen approximately one quarter mile north of the project site.

- *1977:* The project site and adjacent properties appear similar to the previous photograph. The adjacent property to the south is now developed with a commercial structure. The surrounding area appears similar to the previous photograph with a slight increase in development.

- *1981:* The project site appears similar to the previous photograph. The adjacent properties to the north, east and west appear similar to the previous photograph. The property to the south has been redeveloped with a commercial structure in a different location. No significant changes are seen in the surrounding area.

- *1989:* The project site appears similar to the previous photograph with the exception of an additional rectangular-shaped structure on the northern portion of the site. The adjacent properties and surrounding area appear similar to the previous photograph.

- *1994:* The project site appears similar to the previous photograph, with the exception of the absence of the previously seen rectangular structure on the northern portion of the site. The adjacent property to the south has been redeveloped with a very large commercial structure extending further south. Adjacent properties to the north, east and west appear similar to the previous photograph. A slight increase in development is seen in the surrounding area.

- *2002:* The project site appears similar to the previous photograph. The adjacent property to the north now appears to have a much larger building occupying the property. Adjacent properties to the east, south and west and the surrounding area appear similar to the previous photograph.

- *2005:* The project site appears similar to the previous photograph with the exception of additional rectangular structures on the northern portion of the site. The adjacent properties and surrounding area appear similar to the previous photograph.

- 2009, *2012:* The project site appears similar to the previous photograph with the exception of the absence of the previously seen structures on the northern portion of the site. No significant changes are seen on the adjacent properties or in the surrounding area.

Currently, the project site is occupied by industrial structures 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.[53] In addition, the project site is not listed on the State Historic Register.[54] As indicated previously, 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).[55] 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 impacts are associated with the proposed project's implementation.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the State CEQA Guidelines? ● Less Than Significant Impact with Mitigation.

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission.[56] The Gabrieleño tribe has lived in this region for around 7,000 years.[57] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[58] Villages were typically located near major rivers such as the San Gabriel, Rio Hondo, or Los Angeles Rivers. Two village sites were located in the Los Nietos area: *Naxaaw'na* and *Sehat.* The sites of *Naxaaw'na* and *Sehat* are thought to be near the adobe home of Jose Manuel Nietos that was located near the San Gabriel River.[59] Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. In addition, the project will require minor grading. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division

[53] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://focus.nps.gov/nrhp. Website accessed June 13, 2016.

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

[55] National Park Service U.S. Department of the Interior. *National Register of Historic Places, Title List Display*. *http://nrhp.focus.nps.gov/natreghome.do.*

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

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

[58] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/component/k2/item/453-tongva-village-site.

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

13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

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

The project site is underlain by recent alluvial soils (Perkins Rincon Association). According to the State of California Geological Survey, the site's geology is classified as "Alluvium' (Qal). Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The on-site soils have undergone disturbance due to the previous development, the demolition activities within the property, and the other on-site activities. Furthermore, the on-site soils that underlie the property are Holocene-aged deposits that have a low potential for the discovery of paleontological resources. These soils are recent deposits that do not contain fossil deposits. 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, including Native American Sacred Sites? ● No Impact.

Two formal cemeteries are located within two miles of the project site. Little Lake Cemetery is the nearest formal cemetery to the project site and is located approximately 1.75 miles southwest along Florence Avenue. Paradise Memorial Park is the second nearest cemetery to the project site and is located approximately 1.8 miles southwest of the project site.[60] The proposed project will be restricted to the designated project site and will not affect the aforementioned cemeteries. In addition, the proposed construction is not likely to neither discover nor disturb any on-site burials due to the level of urbanization present and the amount of disturbance sustained to accommodate the previous development. Notwithstanding, in the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein 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.

[60] Google Earth. Website accessed June 13, 2016.

3.5.4 MITIGATION MEASURES

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 4 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

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 soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs is located in a seismically active region (refer to Exhibit 3-4). Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents, including those who reside in the City of Santa Fe Springs. 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.[61]

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

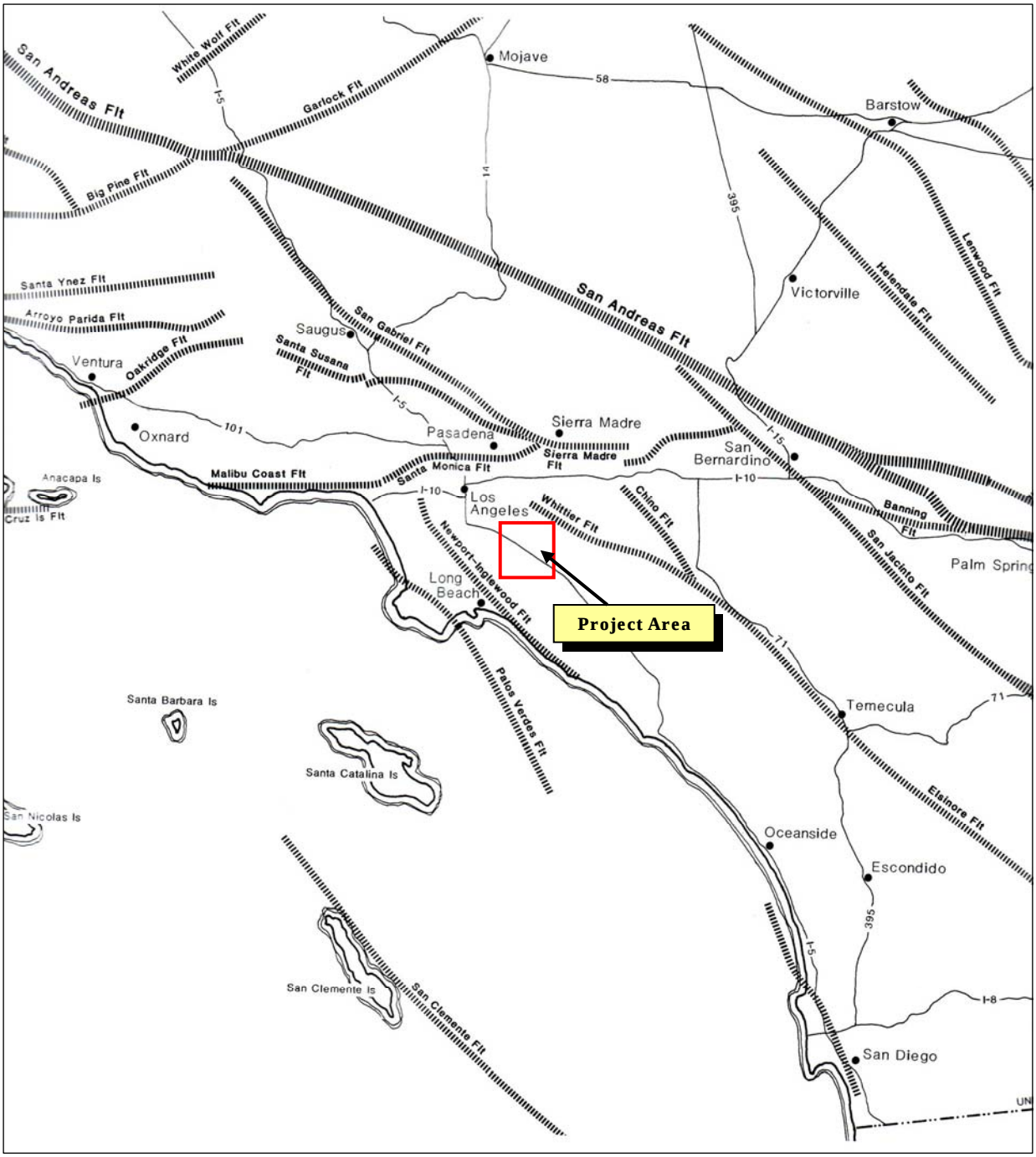


EXHIBIT 3-4
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[62] 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.[63] However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault.

The project site is not located in an area that is subject to liquefaction (refer to Exhibit 3-5).[64] 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. Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) because there are no hills or mountains within the vicinity of the project site. As a result, the potential impacts in regards to ground shaking, 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 Perkins Rincon association. Soils of the Perkins Rincon association have a slight to moderate erosion hazard; however, construction activities and the placement of "permanent vegetative cover" will reduce the soil's erosion risk.[65] In addition, the underlying soils are described as being used almost exclusively for residential and industrial development, as evident by the current level of urbanization present within the project site and surrounding areas.[66] As a result, no impacts will occur.

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

Soils of the Perkins Rincon association underlie the project site and immediate area. According to the United States Department of Agriculture, the aforementioned soils are used almost exclusively for residential development. The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-5). Lateral spreading is not anticipated to occur because previous construction activities have compressed the native soils that underlie the project site, thus altering their native characteristics.

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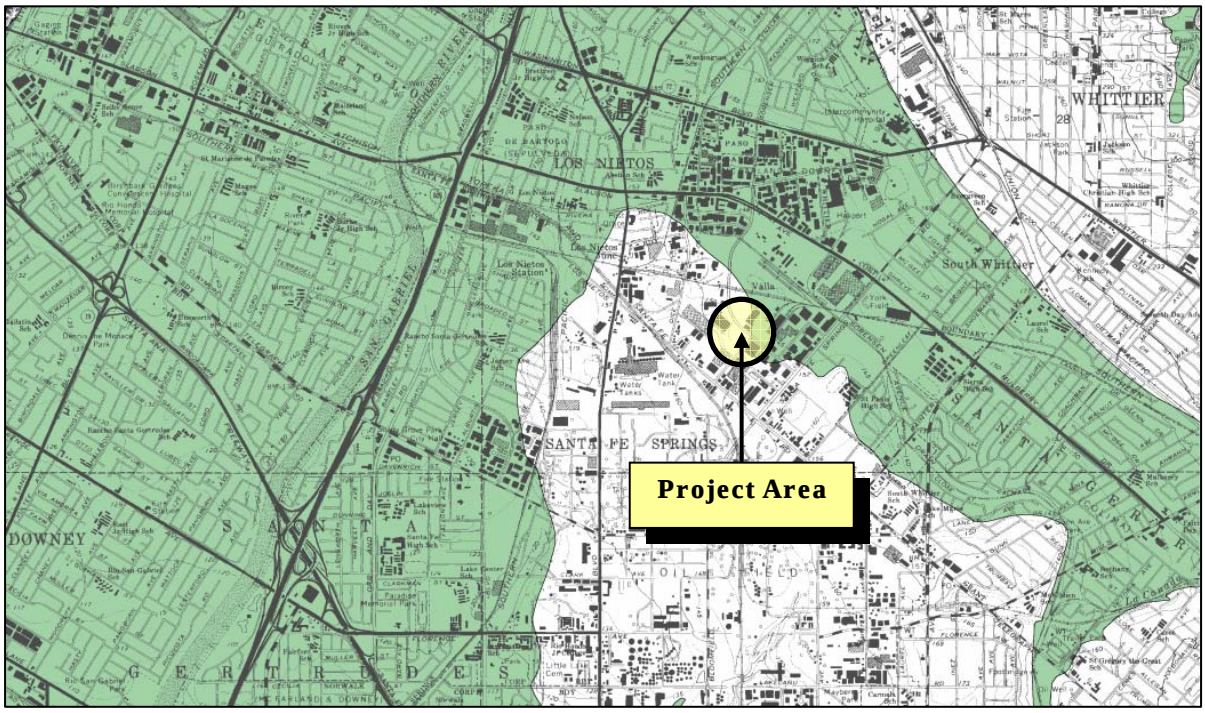
[62] California Department of Conservation. *What is the Alquist-Priolo Act.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[63] 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

[64] California Department of Conservation. *Regulatory Maps.* http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

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

[66] Ibid.



MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

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

Earthquake-Induced Landslides

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

EXHIBIT 3-5
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

Soils of the Perkins Rincon association might be prone to subsidence due to the shrink swell characteristics exhibited by the underlying soils.[67] Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table. Although the construction of the proposed project is not anticipated to uncover or drain any underlying groundwater table, the mitigation provided in Section 3.6.2.D will mitigate any potential impacts related to subsidence. Lastly, the project site is not located in an area that is subject to liquefaction. As a result, the potential impacts are anticipated 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? ● Less Than Significant Impact with Mitigation.

The soils that underlie the project site belong to the Perkins Rincon association, which exhibit certain shrink swell characteristics. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[68] Clay and silty clay loam is present in the composition of above-mentioned soils.[69] These soils become sticky when wet and expand according to the moisture content present at the time. If soils consist of expansive clay, damage to foundations and structures may occur. In order to prevent foundation damage, the following mitigation is recommended:

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

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

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 or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks will occur as a result of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology are typically site-specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. As a result, no cumulative impacts will occur.

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

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

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

3.6.4 MITIGATION MEASURES

The following mitigation is required due to the potential impacts from expansive soil:

Mitigation Measure No. 5 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

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, late freezing and early 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. Furthermore, 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 3-5 summarizes annual greenhouse gas emissions from build-out of the proposed project. As indicated in Table 3-5, the CO_2E total for the project is 1,477.12 pounds per day or 0.67 $MTCO_2E$ 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 10,000 tons per year for industrial projects. The project will generate approximately 244.55 $MTCO_2E$. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant.

Table 3-5
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Construction Phase - Demolition	2,457.47	0.62	--	2,470.56
Construction Phase - Site Preparation	1,752.12	0.54	--	1,763.40
Construction Phase - Grading	1,439.19	0.44	--	1,448.45
Construction Phase - Construction	2,034.29	0.43	--	2,043.25
Construction Phase - Paving	1,347.66	0.41	--	1,356.17
Construction Phase - Coatings	281.45	0.03	--	282.07
Long-term Area Emissions	0.03	--	--	0.03
Long-term Energy Emissions	14.37	--	--	14.46
Long-term Mobile Emissions	1,461.49	0.05	--	1,462.63
Total Long-term Emissions	**1,475.89**	**0.05**	**--**	**1,477.12**

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.

The City of Santa Fe Springs does not presently have an adopted Climate Action Plan. However, the City's General Plan includes a Conservation Element that has an air quality focus. In this section, the following policies related to air quality are identified:

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

The proposed project is an infill development that is consistent with Policy 2.2. 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 is listed in Table 3-6.

Table 3-6
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 install a new meandering sidewalk and parkway landscaping. 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 pertinent 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 extensive landscaping.	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.

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also 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 State

sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[70] As a result, no impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases will occur.

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 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.

[70] Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

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 fires, 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.

Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. If any of the proposed project's future tenants are involved in the transport, use, storage, and disposal of hazardous materials, the affected 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. Additionally, 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. Furthermore, depending on the type of hazardous materials and/or quantities of the material, the tenant may be required to obtain the approval of a Conditional Use Permit (CUP). 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 with Mitigation.

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

An initial Phase I Environmental Site Assessment (ESA) was prepared on April 7, 2015 for the project site by Advanced GeoEnvironmental, Inc. (AGE).[71] The Phase I ESA evaluated *recognized environmental conditions, historical recognized environmental conditions, controlled recognized environmental conditions,* and *de minimis conditions*. According to the American Society for Testing and Materials (ASTM), a recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A *historical recognized environmental condition* (HREC) is a REC that involves the past release of any hazardous substances that has occurred in connection with the project site and has been addressed to the satisfaction of the applicable regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). A *controlled recognized environmental condition* (CREC) is a REC that involves a past release of hazardous substances or petroleum products and has been addressed to the satisfaction of the applicable regulatory authority and is subject to required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). Conditions determined to be *de minimis* do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.[72] The Phase I assessment did not reveal evidence of any CRECs in connection with the project site; however, evidence was revealed of one REC, one HREC, and one de minimis condition in connection with the project site.

The REC in connection with the project site involves the project's site location within the boundaries of the Omega Chemical Superfund site. The Omega Chemical Corporation facility was formerly located approximately 1.5 miles northeast (up-gradient) of the project site in the City of Whittier. Omega Chemical

[71] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

[72] Based on the standards set by the American Society for Testing and Materials (ASTM) Standard Practice E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.*

Corporation was a refrigerant and solvent recycling, reformulation and treatment facility that operated from approximately 1976 to 1991. As a result of the operations and spills and leaks of various chemicals, the soil and groundwater beneath the former Omega site became contaminated with high concentrations of VOCs, including tetrachloroethylene (PCE) and trichloroethylene (TCE). Vapor intrusion is the process by which contaminant vapors (including VOCs) in the soil and/or groundwater migrate through subsurface soils and enter overlying buildings. Contaminated groundwater extends 4.5 miles southwest of the former Omega facility. The project site is located within the boundaries of this Superfund site. Although 2011 sampling records indicate regional groundwater contamination is present beneath the project site, depth to groundwater in the vicinity of the project site is in between 40 and 60 feet below ground surface (bgs) and a vapor encroachment condition unlikely exists due to the depth of the contamination. Furthermore, according to AGE, data indicates the impact is not excessive.[73] Due to the low level of contamination impact, depth of the contamination, and the lack of excavation proposed as part of the project's implementation, the VOC contamination plumes do not present a significant environmental impact.

The HREC in connection with the project site involves former placement of underground storage tanks (USTs) within the project site. The former USTs occupied the project site between the years 1966 and 2012. Various USTs were installed and removed from the property over the years and AGE did not identify any indication of subsurface impact from the USTs used on the project site.[74]

The assessment conducted by AGE revealed no evidence of any de minimis conditions in connection with the project site, with the exception of surface oil staining noted in the drum storage area in the maintenance building.[75]

The Phase I assessment revealed two non-ASTM scope environmental concerns in connection with the project site.[76] Based on the age of the buildings on the project site, potential asbestos containing materials (ACMs) and lead-based paint (LBP) may be present. Asbestos is a mineral fiber that has been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Prior to the late 1970s, building products and insulation materials commonly contained asbestos. In 1989, the U.S. Environmental Protection Agency (EPA) banned all new uses of asbestos; however, uses developed before 1989 are still allowed. When asbestos-containing materials are damaged or disturbed by repair, remodeling or demolition activities, microscopic fibers become airborne and can be inhaled into the lungs, where they can cause significant health problems. No obvious signs of ACMs were observed at the property; however, based on the age of the buildings, ACMs may be present. AGE recommends an asbestos survey be conducted prior to demolition. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to demolition. Based upon the age of the buildings observed on the project site, it is possible that painted building surfaces contain LBP. LBP was used extensively in buildings constructed before 1950. In 1978, LBP was banned by the Federal government. Lead may cause a range of health defects, from behavioral problems and learning disabilities, to seizures and death. No

[73] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

[74] Ibid.

[75] Ibid.

[76] Ibid.

obvious signs of LBP were observed at the property; however, based on the age of the building, LBP may be present. AGE recommends a LBP survey be conducted prior to demolition of the existing structures.[77]

Three sites, under active or past environmental regulation, were identified by AGE within a search radius of potential concern to the project site.[78] The first site identified was the previously discussed Omega Chemical site. The second site identified was Calavar Corporation, SB Co Corporation at 9200 Sorensen Avenue. The site is located 40 feet from the project site and is listed as a closed case site with no further action required. AGE reviewed files for this site, and according to the information on file, three USTs were removed from the site in 1992. Approximately 540 cubic yards of total petroleum hydrocarbon (TPH) impacted soil was excavated from the property. A vapor extraction system operated on-site to remediate the remaining TPH soil contamination from 10 to 20 feet bgs. Confirmation soil sample data collected from 1992 to the present indicate that soil TPH concentrations were reduced to insignificant levels. A No Further Action letter was issued by the Santa Fe Springs Fire department (SFSFD) in November 1999. Based on this information, this site does not pose an environmental concern to the subject property. The third site identified by AGE was United States Gypsum Co, located at 9306 Sorensen Avenue. The site is located 80 feet from the project site and is listed as a closed case site. AGE reviewed files for this site, and according to the information on file, five USTs were located on the property were removed from the property between 1988 and 2012 under guidance from the SFSFD. A No Further Action letter was issued by the SFSFD in June 2012. Based on this information, this site is not considered an environmental concern to the project site. Lastly, a high pressure gas pipeline easement is located on the western side of the property. As a result of the project site conditions, the following mitigation is required:

- The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The aforementioned mitigation will reduce the potential impact to levels that are considered to be less than significant.

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[77] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

[78] Ibid.

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 mile from the project site. The nearest schools to the project site include St Paul Catholic High School, located approximately one half mile southwest of the project site along Greenleaf Avenue; Aeolian Elementary School, located approximately 0.75 miles northwest of the project site; and Los Nietos Middle School, located approximately one mile northwest of the project site.[79] As a result, no impacts to schools are anticipated.

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

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified four Cortese sites within the City and includes 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).[80] The nearest of these Cortese sites to the project site is McKesson Chemical Company, located 1,160 feet northwest of the project site. It is unlikely that these sites represent an environmental concern to the project site due to their distance from the project site (greater than 300 feet), regulatory status (case closed), and/or estimated cross or down gradient location with respect to groundwater flow.[81] Furthermore, proposed project demolition and construction activities will be restricted to the designated project site and will not affect any of the aforementioned sites. As a result, no impacts will occur upon the implementation of the proposed project.

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 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 airport or public use airport. Fullerton Airport is located approximately 7.5 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 11.1 miles south of the project site. The Long Beach Airport is located approximately 10.95 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is

[79] Google Earth. Website accessed June 9, 2016.

[80] California Department of Toxic Substances Control Envirostor. *Hazardous Waste and Substances Site List*. http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST.

[81] Advanced Geoenvironmental, Inc. *Phase I Environmental Site Assessment, CEG – Sorensen Property, 9211 Sorensen Avenue, Santa Fe Springs, California.* March 30, 2015.

located approximately 19.9 miles to the west.[82] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. As a result, no impacts are anticipated.

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

The project site is not located within two miles of a private airstrip.[83] As a result, the proposed project will not present a safety hazard for people working in the project area due to proximity to a private 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 Sorensen Avenue or John Street be completely closed to traffic. All construction staging areas will be located within the project site. The construction plan must identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access. As a result, no impacts are associated with the proposed project's implementation.

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

The project 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 determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials with the adoption of the appropriate mitigation measures. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

[82] Google Earth. Website accessed June 14, 2016.

[83] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

3.8.4 MITIGATION MEASURES

The following mitigation is required to ensure that potential impacts are mitigated to impacts that are less than significant:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

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

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned stormwater 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,
- 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 project site is currently occupied by three buildings and asphalt-paved parking areas and walkways. Upon implementation of the proposed project, the site will remain an industrial use. According to the site

plan, the proposed project will include 18,632 square feet of landscaping, resulting in 18.63% coverage of the project site in pervious surfaces. In the absence of mitigation, a significant amount of impervious surfaces (i.e. buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants.

The proposed project would be required to implement stormwater 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 Applicant to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

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

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

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within the project site. The search yielded no results.[84] In addition, the proposed project will be connected to the City's utility lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

[84] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Website accessed June 14, 2016.

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 adjacent to the project site.[85] In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, no impacts are anticipated.

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

As indicated previously, there are no streams, rivers, or other bodies of water located within, or adjacent the project site. In addition, no natural drainage or riparian areas remain within the project site due to past development. As a result, no impacts are anticipated.

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

The project site is currently occupied by three buildings and asphalt-paved parking areas and walkways. Upon implementation of the proposed project, the site will remain 81.37% covered in impervious surfaces, as discussed in Section 3.9.2.A. 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. 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 impacts are anticipated.

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

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 City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works map provided in Exhibit 3-6, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[86] 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 3-6).[87] 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. 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.[88] According to the Los Angeles County Department of Public Works map provided in Exhibit 3-6, the project site is not located within a designated 100-year flood hazard area, as defined by FEMA. 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 Natural Hazards 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. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. Nevertheless, 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.[89] The project site is located 0.6 miles east of Norwalk Boulevard and would not be impacted. As a result, no impacts related to flooding will occur.

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[86] Federal Emergency Management Agency. *Flood Zones.* http://www.fema.gov/flood-zones.

[87] Los Angeles County Department of Public Works. *Flood Zone Determination Website.* http://dpw.lacounty.gov/wmd/floodzone/. Website accessed June 14, 2016.

[88] Ibid.

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

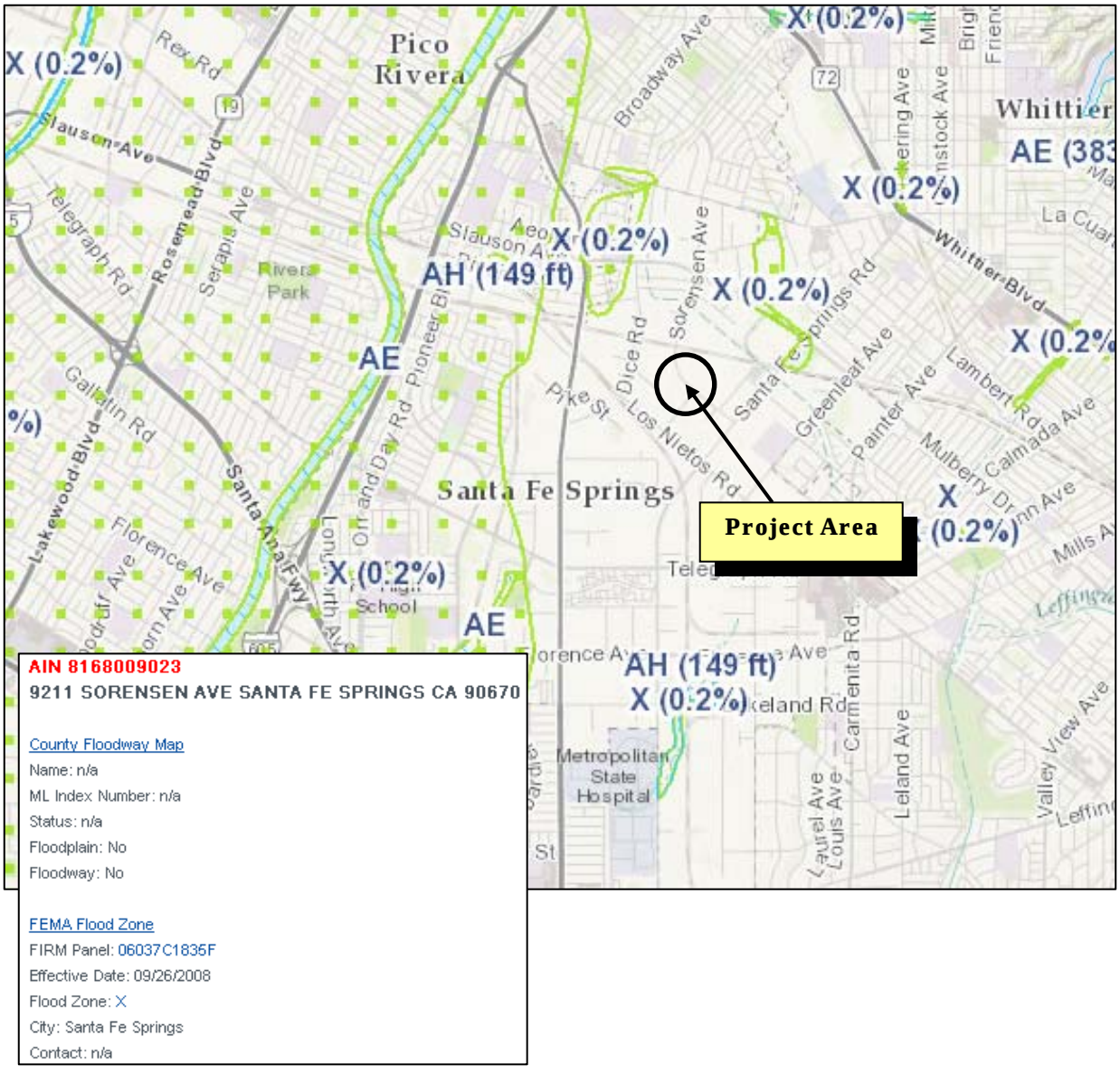


EXHIBIT 3-6
FEMA FLOOD MAP
SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

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

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 approximately 22.4 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[90] Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

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

3.9.4 MITIGATION MEASURES

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

Mitigation Measure No. 8 (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. 9 (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. 10 (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. 11 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

[90] Google Earth. Website accessed June 14, 2016.

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.

A residential neighborhood is located approximately 0.6 miles northwest of the project site and a second residential neighborhood is located 0.6 miles southeast of the project site. The proposed project will be restricted to the project site and will not divide or disrupt either of the two single family residential neighborhoods. In addition, the proposed project will not result in an incompatible land use because the project site's zoning designation is *Heavy Manufacturing* (M-2) (refer to Exhibit 3-7 for the zoning map) and its General Plan land use designation is Industrial (refer to Exhibit 3-8 for the General Plan land use map). The proposed project will not require the approval of a Conditional Use Permit, Zone Change, or General Plan Amendment to permit the development of the industrial building within the project site. As a result, no impacts will occur.

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

As indicated in the previous subsection, the use contemplated for the proposed development will not conflict with any existing General Plan land use designation or zoning designation.[91] In addition, the project site is located approximately 22.4 miles inland from the Pacific Ocean and is not subject to a local coastal program.[92] As a result, no impacts will occur.

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

[92] Google Earth. Website accessed June 14, 2016.

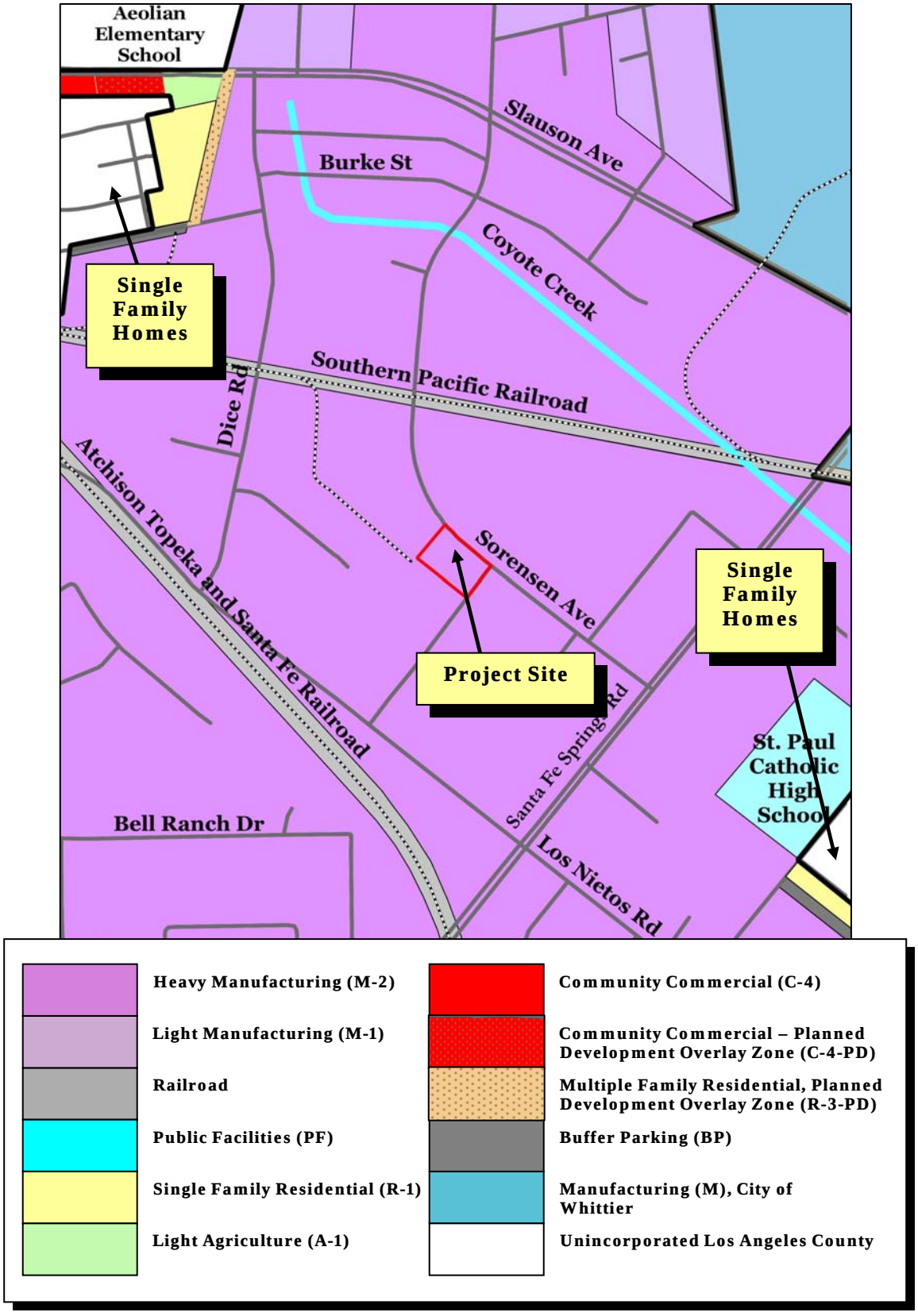


EXHIBIT 3-7
ZONING MAP
SOURCE: CITY OF SANTA FE SPRINGS AND CITY OF WHITTIER

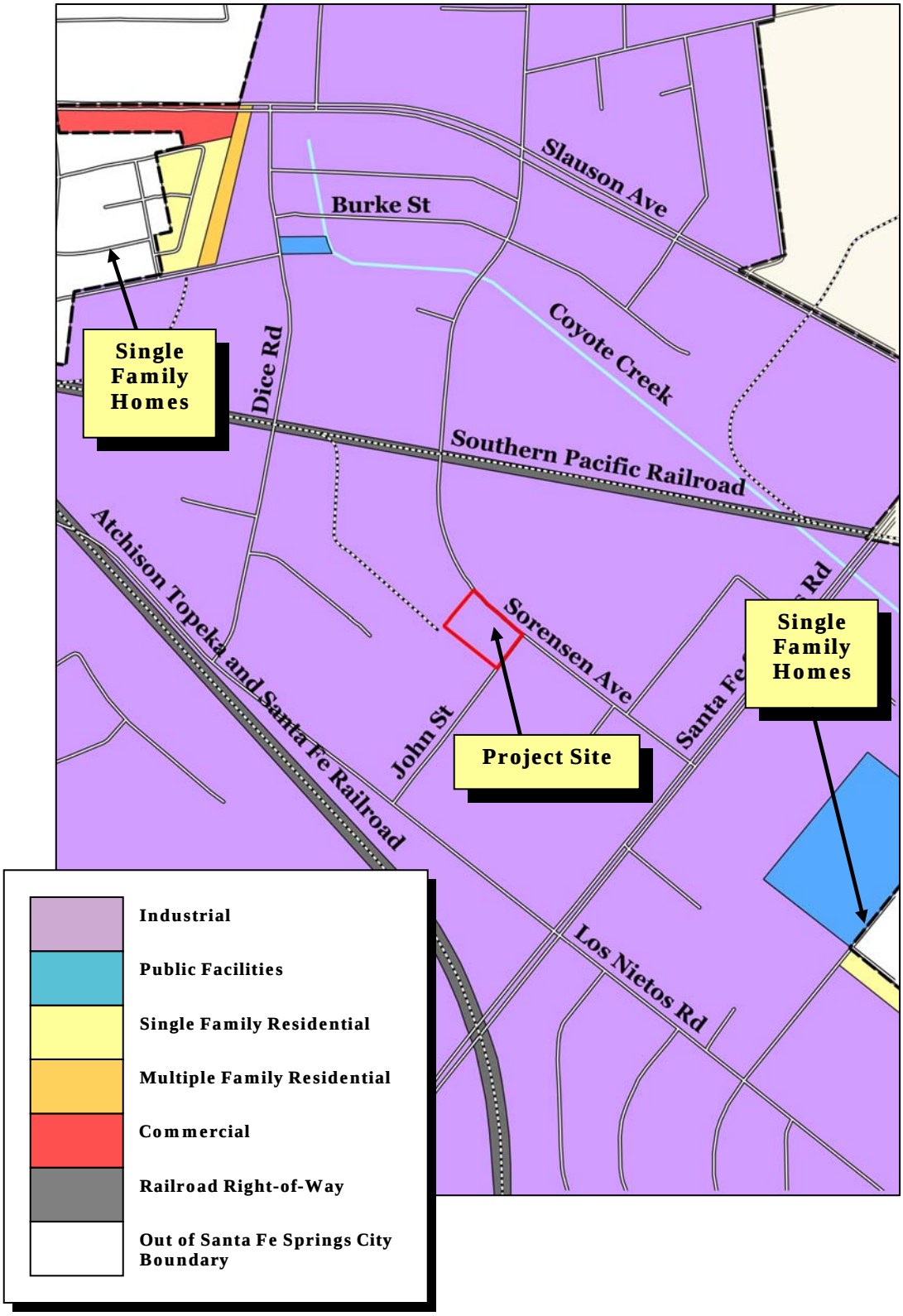


EXHIBIT 3-8
GENERAL PLAN MAP
SOURCE: CITY OF SANTA FE SPRINGS

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 Puente Hills Significant Ecological Area (SEA #15) is the closest protected area and is located approximately four miles northeast of the project site.[93] The construction and operation of the proposed project will be restricted to the project site and will not affect the Puente Hills SEA. Therefore, no impacts will result.

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 impacts. As a result, no cumulative land use impacts will occur as part of the proposed project's implementation.

3.10.4 MITIGATION MEASURES

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

[93] Los Angeles County Department of Regional Planning. *SEA Program*. http://planning.lacounty.gov/sea.

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 (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.[94] The nearest recorded well to the project site is located approximately 800 feet southwest of the project site. Additionally, the project area is not 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.

As mentioned earlier, no existing or former well is located on the project site and the project area is not an area with active mineral extraction activities. Additionally, 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 impacts 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 impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

[94] California Department of Conservation. Division of Oil, Gas & Geothermal Resources Well Finder. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed June 14, 2016.

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.[95] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-9. The implementation of the proposed project will not expose future employees to excessive noise because the anticipated use based on the design of the proposed development will not be a noise sensitive receptor. In addition, the future tenants will be located in a Heavy Manufacturing (M-2) zone and will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. As a result, the potential impacts will be less than significant.

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

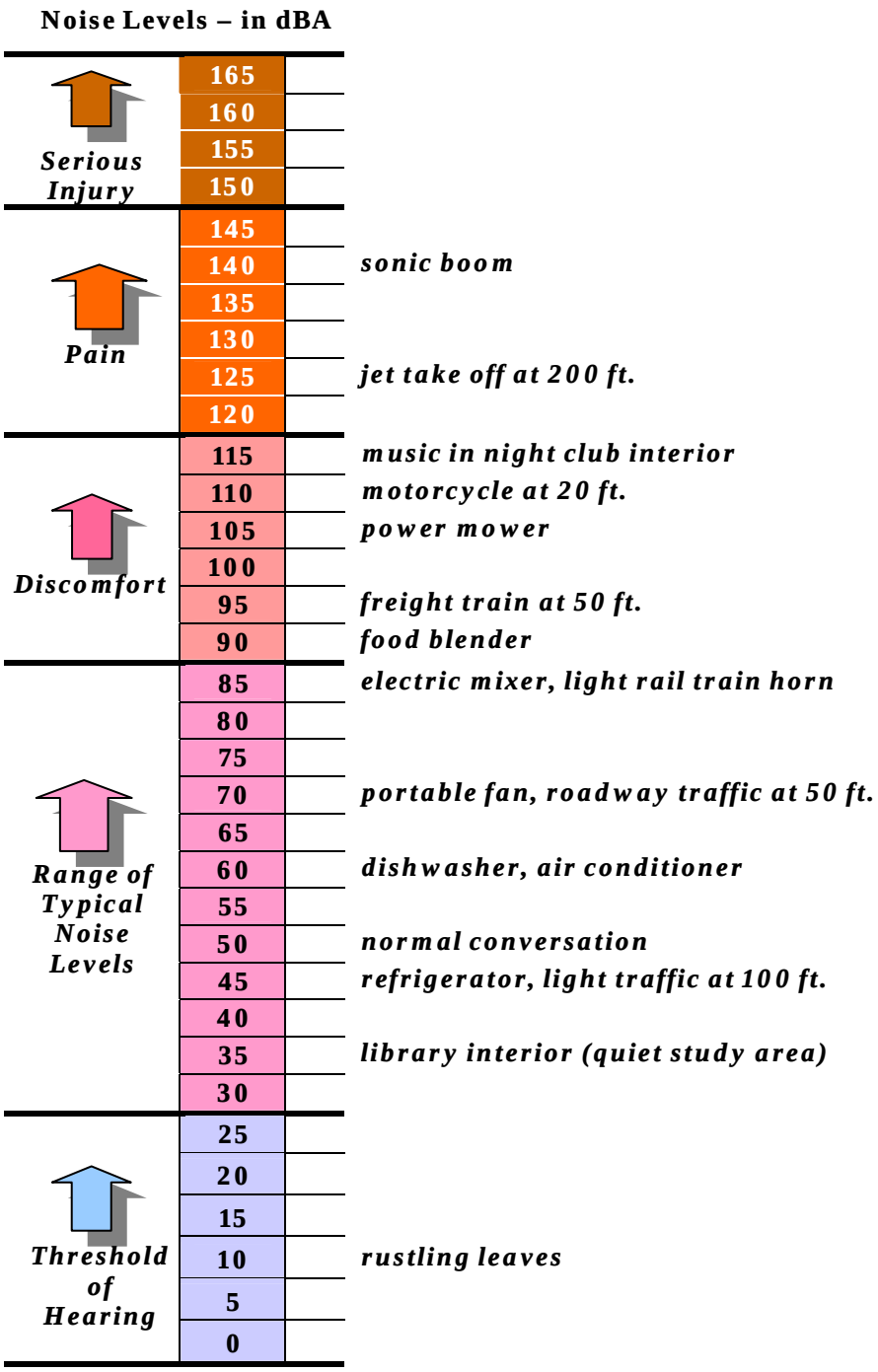


EXHIBIT 3-9
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
Source: Blodgett Baylosis Environmental Planning

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

The nearest land uses that may potentially be impacted by ground-borne vibration and noise (primarily from the use of heavy construction equipment) are the two nearby residential neighborhoods. A residential neighborhood is located approximately 0.6 miles northwest of the project site and a second residential neighborhood is located 0.6 miles southeast of the project site. As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one shifts further away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Therefore, the ground-borne noise levels will be less than significant.

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

The proposed project's traffic generation will lead to an increase in the ambient traffic noise levels along the adjoining streets (Sorensen Avenue and John Street), though the anticipated increase will not be significant enough to result in a perceptible increase of the ambient noise levels. It typically requires a doubling in traffic volumes to register an increase in noise levels that are perceptible to persons with normal hearing. Sorensen Avenue's average daily traffic volumes range in between 5,000 and 10,000 average daily trips (ADT).[96] The proposed project will result in 174 ADT, which represents an increase in traffic volumes of far less than the double. As a result, the traffic noise impacts resulting from the proposed project's occupancy are 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.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-10. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources. As indicated previously, the nearest noise sensitive receptors are the two single family neighborhoods located 0.6 miles from the project site. In addition, the uses that surround the project site are industrial and are not considered to be noise sensitive receptors. As a result, the impacts are anticipated to be less than significant.

[96] City of Santa Fe Springs. *Traffic Volume ADT Count Map 2009 Santa Fe Springs Citywide.* July 3, 2009. Website accessed June 20, 2016.

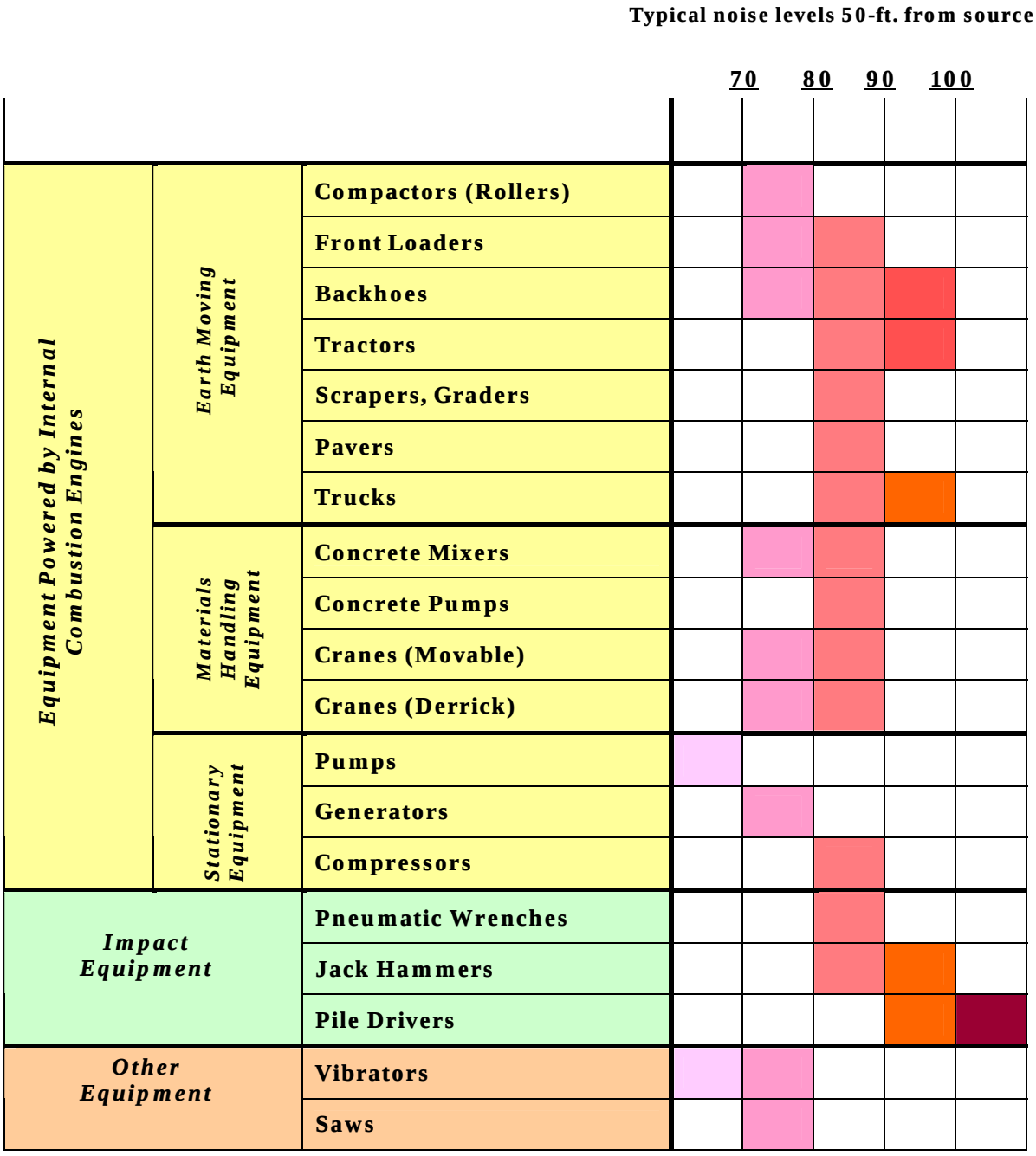


EXHIBIT 3-10
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

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 airport or public use airport. Fullerton Airport is located approximately 7.5 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 11.1 miles south of the project site. The Long Beach Airport is located approximately 10.95 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 19.9 miles to the west.[97] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

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? ● No Impact.

The project site is not located within two miles of a private airstrip.[98] As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

3.12.3 CUMULATIVE IMPACTS

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

3.12.4 MITIGATION MEASURES

The analysis identified a lack of noise sensitive receptors within the vicinity of the project site. Therefore, no mitigation measures were provided.

[97] Google Earth. Website accessed June 14, 2016.

[98] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

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 3-7.

Table 3-7
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 develop a currently utilized 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.	No affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-7, 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 occupied by industrial uses and upon project implementation, the project site will retain its industrial nature. In addition, the site is zoned M-2 for *Heavy Manufacturing* 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 impacts related to housing displacement will result.

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

As indicated previously, the project site is currently occupied by industrial uses and upon project implementation, the project site will retain its industrial nature and no housing units will be affected. As a result, no displacement of residents will result. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

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

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation and no mitigation measures are required.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

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

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

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

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

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

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The 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. Compliance with the following mitigation, as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

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

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

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

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the City. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The 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.[99] Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed industrial project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review.

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

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

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

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

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

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

3.14.3 CUMULATIVE IMPACTS

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

3.14.4 MITIGATION MEASURES

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

Mitigation Measure No. 12 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 13 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

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

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● Less Than Significant Impact.

Due to the industrial nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The City of Santa Fe Springs Parks and Recreation Services operates six public parks devoted to active recreation. No parks are located adjacent to the site. The nearest park to the project site is York Field, located 0.6 miles west of the project site in the City of Whittier. The proposed project would not result in any development that would potentially significantly physically alter any public park facilities and services. As a result, the impacts anticipated are less than significant.

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 significantly increase the demand for recreational facilities and services. As a result, no impacts are anticipated.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any significant 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;

- A substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Inadequate emergency access; or,

- A conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit*? ● *No Impact.*

The proposed project will involve the construction of a new industrial building of 49,000 square feet in total floor area. The existing roadway network located in the vicinity of the project site includes Sorensen Avenue, which abuts the project site to the north and extends in a northwest-southeast orientation; John Street, which abuts the project site to the east and extends in a northeast-southwest orientation; Santa Fe Springs Road, which extends in a northeast-southwest orientation, 1,620 feet east of the project site; Ann Street, which extends in a northeast-southwest orientation, 975 feet east of the project site; Altamar Place, which extends in an northwest-southeast orientation, 725 feet southwest of the project site; and Dice Road, which extends in a north-south orientation, 1,600 feet west of the project site. Direct vehicular

access to the project site will be provided by two driveway connections along Sorensen Avenue and John Street. Trucks and personal vehicles will continue to use Sorensen Avenue and John Street. Furthermore, the intersection of Sorensen Avenue and John Street is a "T-intersection" that is stop-sign-controlled.

Trip generation estimates for the project were developed using the trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition based on the warehousing land use category (ITE Code 150). Project traffic was assumed to consist of a mix of passenger car and heavy vehicle traffic. This ITE information was used to estimate existing and future traffic generated and this information is summarized in Table 3-8. As indicated in Table 3-8, the proposed industrial building is anticipated to generate approximately 174 daily trips, with approximately 15 trips occurring during the AM peak hour, and 16 trips occurring during the PM peak hour. When discounting the current traffic generation, the net change in traffic generation will decrease traffic volumes by four daily trips with a decrease of 12 trips during the AM peak hour and a decrease of 11 trips during the PM peak hour.

Table 3-8
Project Trip Generation

Trip Generation Rates					
ITE Land Use/Project Scenario	**ITE Code**	**Unit**	**Daily**	**AM Peak Hour**	**PM Peak Hour**
				Total	**Total**
Trip Rates					
Warehousing	150	KSF	3.56	0.300	0.320
Proposed Project Trip Generation					
Warehousing	49,000	KSF	**174**	**15**	**16**
Passenger car (80.0%)			140	12	13
Trucks (20.0%)			34	3	3
Existing Uses (Potential Traffic)					
Truck Distribution	2.29	Acre	42.58	6.55	6.55
Office	6,940	Sq. Ft.	11.57	1.72	1.72
Truck Terminal			98	15	15
Passenger Cars			80	12	12
Total			**178**	**27**	**27**
Adjusted (Existing Uses – Project) - Δ					
Difference			**-4**	**-12**	**-11**

KSF = 1,000 sq. ft.
Source: Institute of Transportation Engineers (ITE) 9th Edition

The existing intersection level of service (LOS) for the Norwalk and Slauson intersection is LOS D for both the morning (AM) and evening (PM) peak hours. The existing intersection LOS for the Santa Fe Springs and Slauson is LOS C for the morning AM peak hour and LOS B for the PM peak hour. When discounting the peak hour trips from the existing on-site uses, the traffic volumes at these nearest major intersections will decrease. The new 49,000 square-foot industrial building will provide general warehousing uses for two tenants. An industrial project of 49,000 square feet in floor area would be projected to provide 49 new jobs, assuming one new job per 1,000 square feet of floor area. Overall, the projected peak hour traffic will decrease for the 49 new employees. This decrease in traffic will positively affect the existing LOS at the local intersections.[100] As a result, no significant adverse impacts will occur upon the implementation of the proposed project.

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. As indicated previously, the proposed project is anticipated to generate approximately 15 AM peak hour trips and 16 PM peak hour trips, which are less than the 50 or more peak hour trips needed to require a CMP analysis.

The nearest CMP intersections include Whittier Boulevard/Norwalk Boulevard, Norwalk Boulevard/Imperial Highway, and Imperial Highway/Firestone Boulevard. The nearest CMP arterials include Imperial Highway, Firestone Boulevard, and Whittier Boulevard. These arterial roadways are located more than one mile from the project site and therefore will not be heavily influenced by traffic generated at the project site. Furthermore, the anticipated traffic generation is expected to decrease. As a result of the projected traffic conditions, no impacts on CMP arterial roadways or intersections are anticipated.

[100] City of Santa Fe Springs. *Traffic Volume ADT Count Map 2009 Santa Fe Springs Citywide.* July 3, 2009. Website accessed June 20, 2016.

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. As mentioned in Section 3.16.2.A, the proposed project will not significantly increase traffic to levels that would warrant mitigation. As a result, no impacts will occur with the implementation of the proposed project.

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

Vehicular access to the proposed project and new surface parking lot will be provided by two curb cuts along Sorensen Avenue and John Street. A new meandering concrete walkway along Sorensen Avenue and John Street is proposed as part of the proposed project's landscape plan. 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, no impacts will result upon the proposed project's implementation.

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.

The proposed project involves an industrial infill development in an industrial area within the City of Santa Fe Springs. No conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities will exist upon the implementation of the proposed project. No existing bus stops will be removed as part of the proposed project's implementation. Nevertheless, the proposed development has been designed to provide both short-term and long-term bicycle spaces. As a result, the proposed project's implementation will not result in any 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 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 3-9, the future development is projected to generate 392 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

Table 3-9
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Warehouse	49,000 square feet	0.01 gals/day/sq. ft	392 gals/day
Total Consumption			392 gals/day

Source: Blodgett Baylosis Environmental Planning.

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 and 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 previous section, the proposed project will generate approximately 392 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 stormwater 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 3-10 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 490 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 3-10
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	49,000 square feet	0.01 gals/day/sq.ft	490 gals/day
Total Consumption			490 gals/day

Source: Blodgett Baylosis Environmental Planning.

E. Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● 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 receives 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 490 gallons of water per day. The proposed project is anticipated to produce 392 gallons of effluent (wastewater) daily. As indicated earlier, there is sufficient capacity at the Los Coyotes and Long Beach WRPs. 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? ● No 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 permanently closed in October 2013 and is only currently accepting clean dirt.[103] The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, Palos Verdes, and Mission Canyon landfills. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Wel Disposal Company. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-11, the future daily solid waste generation is projected to be 294 pounds per day. The proposed project will contribute a limited amount to the waste stream. As a result, no impacts on solid waste generation are anticipated.

Table 3-11
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	49,000 square feet	6 lbs/day/1,000 sq. ft.	294 lbs/day
Total Generation			294 lbs/day

The utility calculations are included in Appendix B.
Source: Blodgett Baylosis Environmental Planning. 2016.

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.

[103] Los Angeles County Sanitation Districts. *Solid Waste Facilities.* http://www.lacsd.org/solidwaste/swfacilities/default.asp.

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

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

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

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

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to utility 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 lines, water lines, and other utilities 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.

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.

4.2 MITIGATION MONITORING

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 or monitoring program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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SECTION 5 - REFERENCES

5.1 PREPARERS

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

5.2 REFERENCES

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

California Administrative Code, *Title 24, Energy Conservation,* 1990.

California Department of Fish and Wildlife, *Natural Diversity Database,* 2016.

California Division of Mines and Geology, *Seismic Hazards Mapping Program*, 2015.

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APPENDICES

APPENDIX A – AIR QUALITY WORKSHEETS
APPENDIX B – UTILITIES CALCULATIONS

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APPENDIX A - AIR QUALITY WORKSHEETS

ceg sorensen

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	49.00	1000sqft	1.12	49,000.00	0
Parking Lot	92.00	Space	0.83	36,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
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 - As indicated on is/mnd.

Demolition -

Architectural Coating - per scaqmd

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation - per scaqmd

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	86.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	4.00	23.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	9/29/2017	9/30/2017
tblGrading	AcresOfGrading	8.63	1.50
tblGrading	AcresOfGrading	10.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2017

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					
2017	33.5346	27.0122	21.9060	0.0301	5.4118	1.6132	6.7192	2.9259	1.5086	4.1288	0.0000	2,746.3985	2,746.3985	0.6316	0.0000	2,759.6619
Total	**33.5346**	**27.0122**	**21.9060**	**0.0301**	**5.4118**	**1.6132**	**6.7192**	**2.9259**	**1.5086**	**4.1288**	**0.0000**	**2,746.3985**	**2,746.3985**	**0.6316**	**0.0000**	**2,759.6619**

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					
2017	33.5346	27.0122	21.9060	0.0301	2.1651	1.6132	3.4726	1.1556	1.5086	2.3584	0.0000	2,746.3985	2,746.3985	0.6316	0.0000	2,759.6619
Total	**33.5346**	**27.0122**	**21.9060**	**0.0301**	**2.1651**	**1.6132**	**3.4726**	**1.1556**	**1.5086**	**2.3584**	**0.0000**	**2,746.3985**	**2,746.3985**	**0.6316**	**0.0000**	**2,759.6619**

	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**	**59.99**	**0.00**	**48.32**	**60.51**	**0.00**	**42.88**	**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	2.0184	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327
Energy	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Mobile	0.4905	1.6048	6.3984	0.0172	1.1535	0.0241	1.1776	0.3082	0.0222	0.3304		1,461.4892	1,461.4892	0.0544		1,462.6316
Total	**2.5102**	**1.6169**	**6.4232**	**0.0172**	**1.1535**	**0.0250**	**1.1786**	**0.3082**	**0.0231**	**0.3313**		**1,475.8924**	**1,475.8924**	**0.0548**	**2.6000e-004**	**1,477.1240**

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	1.8911	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327
Energy	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Mobile	0.4905	1.6048	6.3984	0.0172	1.1535	0.0241	1.1776	0.3082	0.0222	0.3304		1,461.4892	1,461.4892	0.0544		1,462.6316
Total	**2.3829**	**1.6169**	**6.4232**	**0.0172**	**1.1535**	**0.0250**	**1.1786**	**0.3082**	**0.0231**	**0.3313**		**1,475.8924**	**1,475.8924**	**0.0548**	**2.6000e-004**	**1,477.1240**

	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	5.07	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	1/1/2017	1/31/2017	5	22	
2	Site Preparation	Site Preparation	2/1/2017	2/28/2017	5	20	
3	Grading	Grading	3/1/2017	3/31/2017	5	23	
4	Building Construction	Building Construction	4/1/2017	7/31/2017	5	86	
5	Paving	Paving	8/1/2017	8/31/2017	5	23	
6	Architectural Coating	Architectural Coating	9/1/2017	9/30/2017	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: 75,156; Non-Residential Outdoor: 25,052 (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	32.00	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	36.00	14.00	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	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

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					0.3105	0.0000	0.3105	0.0470	0.0000	0.0470			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**0.3105**	**1.6062**	**1.9167**	**0.0470**	**1.5022**	**1.5493**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0235	0.3655	0.2705	1.0700e-003	0.0254	5.7800e-003	0.0311	6.9400e-003	5.3200e-003	0.0123		106.3203	106.3203	7.5000e-004		106.3361
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	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0723**	**0.4268**	**1.0348**	**2.9100e-003**	**0.1707**	**6.9500e-003**	**0.1776**	**0.0455**	**6.4000e-003**	**0.0519**		**255.0317**	**255.0317**	**8.0700e-003**		**255.2012**

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					0.1211	0.0000	0.1211	0.0183	0.0000	0.0183			0.0000			0.0000
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**	**0.1211**	**1.6062**	**1.7273**	**0.0183**	**1.5022**	**1.5206**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

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	0.0235	0.3655	0.2705	1.0700e-003	0.0254	5.7800e-003	0.0311	6.9400e-003	5.3200e-003	0.0123		106.3203	106.3203	7.5000e-004		106.3361
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	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0723**	**0.4268**	**1.0348**	**2.9100e-003**	**0.1707**	**6.9500e-003**	**0.1776**	**0.0455**	**6.4000e-003**	**0.0519**		**255.0317**	**255.0317**	**8.0700e-003**		**255.2012**

3.3 Site Preparation - 2017

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					5.3224	0.0000	5.3224	2.9022	0.0000	2.9022			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**5.3224**	**1.3067**	**6.6291**	**2.9022**	**1.2022**	**4.1044**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

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	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093
Total	**0.0300**	**0.0377**	**0.4704**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5147**	**91.5147**	**4.5000e-003**		**91.6093**

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					2.0757	0.0000	2.0757	1.1319	0.0000	1.1319			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**2.0757**	**1.3067**	**3.3825**	**1.1319**	**1.2022**	**2.3341**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

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	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093
Total	**0.0300**	**0.0377**	**0.4704**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5147**	**91.5147**	**4.5000e-003**		**91.6093**

3.4 Grading - 2017

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					4.5857	0.0000	4.5857	2.4901	0.0000	2.4901			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**4.5857**	**1.0661**	**5.6519**	**2.4901**	**0.9808**	**3.4710**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

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	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093
Total	**0.0300**	**0.0377**	**0.4704**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5147**	**91.5147**	**4.5000e-003**		**91.6093**

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					1.7884	0.0000	1.7884	0.9712	0.0000	0.9712			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**1.7884**	**1.0661**	**2.8546**	**0.9712**	**0.9808**	**1.9520**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

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	0.0300	0.0377	0.4704	1.1300e-003	0.0894	7.2000e-004	0.0901	0.0237	6.6000e-004	0.0244		91.5147	91.5147	4.5000e-003		91.6093
Total	**0.0300**	**0.0377**	**0.4704**	**1.1300e-003**	**0.0894**	**7.2000e-004**	**0.0901**	**0.0237**	**6.6000e-004**	**0.0244**		**91.5147**	**91.5147**	**4.5000e-003**		**91.6093**

3.5 Building Construction - 2017

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	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

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	0.1068	1.1002	1.3112	3.0400e-003	0.0875	0.0178	0.1053	0.0249	0.0163	0.0413		300.2964	300.2964	2.1100e-003		300.3407
Worker	0.1351	0.1698	2.1167	5.1000e-003	0.4024	3.2400e-003	0.4056	0.1067	2.9800e-003	0.1097		411.8161	411.8161	0.0203		412.2418
Total	**0.2420**	**1.2700**	**3.4279**	**8.1400e-003**	**0.4899**	**0.0210**	**0.5109**	**0.1317**	**0.0193**	**0.1510**		**712.1125**	**712.1125**	**0.0224**		**712.5824**

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	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

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	0.1068	1.1002	1.3112	3.0400e-003	0.0875	0.0178	0.1053	0.0249	0.0163	0.0413		300.2964	300.2964	2.1100e-003		300.3407
Worker	0.1351	0.1698	2.1167	5.1000e-003	0.4024	3.2400e-003	0.4056	0.1067	2.9800e-003	0.1097		411.8161	411.8161	0.0203		412.2418
Total	**0.2420**	**1.2700**	**3.4279**	**8.1400e-003**	**0.4899**	**0.0210**	**0.5109**	**0.1317**	**0.0193**	**0.1510**		**712.1125**	**712.1125**	**0.0224**		**712.5824**

3.6 Paving - 2017

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	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2802**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

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	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0488**	**0.0613**	**0.7644**	**1.8400e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.7114**	**148.7114**	**7.3200e-003**		**148.8651**

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	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0946					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2802**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

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	0.0488	0.0613	0.7644	1.8400e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.7114	148.7114	7.3200e-003		148.8651
Total	**0.0488**	**0.0613**	**0.7644**	**1.8400e-003**	**0.1453**	**1.1700e-003**	**0.1465**	**0.0385**	**1.0800e-003**	**0.0396**		**148.7114**	**148.7114**	**7.3200e-003**		**148.8651**

3.7 Architectural Coating - 2017

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	33.1760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**33.5083**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	0.0263	0.0330	0.4116	9.9000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213		80.0753	80.0753	3.9400e-003		80.1581
Total	**0.0263**	**0.0330**	**0.4116**	**9.9000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**		**80.0753**	**80.0753**	**3.9400e-003**		**80.1581**

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	33.1760					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**33.5083**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	0.0263	0.0330	0.4116	9.9000e-004	0.0782	6.3000e-004	0.0789	0.0208	5.8000e-004	0.0213		80.0753	80.0753	3.9400e-003		80.1581
Total	**0.0263**	**0.0330**	**0.4116**	**9.9000e-004**	**0.0782**	**6.3000e-004**	**0.0789**	**0.0208**	**5.8000e-004**	**0.0213**		**80.0753**	**80.0753**	**3.9400e-003**		**80.1581**

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	0.4905	1.6048	6.3984	0.0172	1.1535	0.0241	1.1776	0.3082	0.0222	0.3304		1,461.4892	1,461.4892	0.0544		1,462.6316
Unmitigated	0.4905	1.6048	6.3984	0.0172	1.1535	0.0241	1.1776	0.3082	0.0222	0.3304		1,461.4892	1,461.4892	0.0544		1,462.6316

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	126.91	126.91	126.91	543,900	543,900
Total	126.91	126.91	126.91	543,900	543,900

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

4.4 Fleet Mix

5.0 Energy Detail

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	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
NaturalGas Unmitigated	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	122.164	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Total		**1.3200e-003**	**0.0120**	**0.0101**	**7.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**		**14.3723**	**14.3723**	**2.8000e-004**	**2.6000e-004**	**14.4598**

5.2 Energy by Land Use - NaturalGas

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					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.122164	1.3200e-003	0.0120	0.0101	7.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004		14.3723	14.3723	2.8000e-004	2.6000e-004	14.4598
Total		**1.3200e-003**	**0.0120**	**0.0101**	**7.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**		**14.3723**	**14.3723**	**2.8000e-004**	**2.6000e-004**	**14.4598**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	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	1.8911	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327
Unmitigated	2.0184	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327

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	0.3181					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6988					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4200e-003	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327
Total	**2.0184**	**1.4000e-004**	**0.0147**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0309**	**0.0309**	**9.0000e-005**		**0.0327**

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	0.1909					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.6988					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4200e-003	1.4000e-004	0.0147	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0309	0.0309	9.0000e-005		0.0327
Total	**1.8911**	**1.4000e-004**	**0.0147**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0309**	**0.0309**	**9.0000e-005**		**0.0327**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy
Install Low Flow Bathroom Faucet
Install Low Flow Kitchen Faucet
Install Low Flow Toilet

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

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APPENDIX B – UTILITIES WORKSHEETS

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 usage. The independent variable to be entered is identified by shading. For residential 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 table.

Tables 3 through 7 Calculation of Project Impacts

Tables 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 useagefor new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption ratesfor 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 Project Name: Sorensen Industrial Project

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	Independent	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	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	**Variable**	**Floor Area/Rooms**
Specialty Retail Commercial	Sq. Ft.	
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	49,000
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

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

Utilities Consumption and Generation	Factor	Rates

Electrical Consumption	kWh/day	644
Natural Gas Consumption	cubic feet/day	631
Water Consumption	gallons/day	490
Sewage Generation	gallons/day	392
Solid Waste Generation	pounds/day	294

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**kWh**	**Variable**	**kWh/Unit/Day**
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	**Sq. Ft./Rooms**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0
Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0

General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	49,000	4.80	kWh/Sq. Ft./Year	644.4
Public/Institutional	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				644.4

Sources:
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0

Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	49,000	4.70	Cu. Ft./Mo./Sq. Ft.	631.0
Public/Institutional Use	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				631.0

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

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Water**	**Variable**	**Gals./Day**
Single-Family Residential	0	250.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	200.00	Gals./Day/Unit	0.0
Mobile Home	0	200.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Office	0	0.14	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.14	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.14	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Room**	**Gals. of Water**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0

Movie Theater	0	0.10	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.10	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.40	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.11	Gals./Day/Sq. Ft.	0.0
Hotel	0	130.00	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Industrial Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.14	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.14	Gals./Day/Sq. Ft.	0.0
Warehouse	49,000	0.01	Gals./Day/Sq. Ft.	490.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				490.0

Sources:

Source: Derived from Orange County Sanitation District rates (150% of effluent generation).

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Single-Family Residential	0	230.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	120.00	Gals./Day/Unit	0.0
Mobile Home	0	180.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Office	0	0.11	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.11	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.11	Gals./Day/Sq. Ft.	0.0

Bank/Financial Services	0	0.11	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.08	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.08	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.08	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.08	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.30	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	105	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Industrial Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.11	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.11	Gals./Day/Sq. Ft.	0.0
Warehouse	49,000	0.01	Gals./Day/Sq. Ft.	392.0
Public/Institutional Use	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Public/Institutional	0	0.08	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.08	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				392.0
Source: Orange County Sanitation Districts.				

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	**No. of Units**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Single-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Medium Density Residential	0	4.00	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Mobile Home	0	4.00	Lbs./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0

Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0		Lbs./Day/Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Industrial Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	49,000	6.00	Lbs./Day/1,000 Sq. Ft.	294.0
Public/Institutional Use	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				294.0

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

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MITIGATION MONITORING AND REPORTING PROGRAM

SORENSEN INDUSTRIAL DEVELOPMENT
9211 SORENSEN AVENUE
SANTA FE SPRINGS, CALIFORNIA
DPA 912 & MOD 1263

LEAD AGENCY:

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

REPORT PREPARED BY:

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JULY 15, 2016
SFSP 036

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1. OVERVIEW OF THE PROJECT

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new two-tenant industrial building within a 2.29-acre (99,986 square-foot) site located at 9211 Sorensen Avenue within the City of Santa Fe Springs. The proposed project, if approved, will consist of a new concrete tilt-up industrial building that will have a total floor area of 49,000 square feet. The proposed project will consist of 39,240 square feet of warehousing, 5,000 square feet of first floor office space, and 4,760 square feet of mezzanine office and storage space. The new industrial building will include five dock high truck loading doors and two grade-level truck doors on the building's west-facing elevation. Parking will be provided on surface parking areas and will include 92 stalls. The parking area will be located along the east and west sides of the new industrial building. Access to the proposed development will be provided by two driveways located along Sorensen Avenue and John Street. The proposed building will have a maximum height of 38 feet and 6 inches. Lastly, a total of 18,632 square feet will be dedicated for landscaping.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project will not 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, 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.

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 as part of this project to ensure that potential air quality impacts are mitigated:

Mitigation Measure No. 1 (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. 2 (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.

Mitigation Measure No. 3 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 4 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required due to the potential impacts from expansive soil:

Mitigation Measure No. 5 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.

The following mitigation is required to ensure that potential hazardous material impacts are mitigated to

impacts that are less than significant:

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 7 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

Mitigation Measure No. 8 (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. 9 (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. 10 (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. 11 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

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

required:

Mitigation Measure No. 12 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 13 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

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.

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (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 ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (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 ● *(The 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. 3 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 4 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.	City of Santa Fe Springs Planning and Development Department and the Gabrieleño Band of Mission Indians, Kizh Nation ● *(The Applicant is responsible for implementation)*	*Prior to the start of any grading and excavation construction related activities.* ● Mitigation ends when ground disturbance is completed or otherwise noted by the tribal representative.	Date: Name & Title:
Mitigation Measure No. 5 (Geology and Soils). Prior to the commencement of construction related activities, the project structural engineer must determine the nature and extent of foundation and construction elements required to address potential expansive soil impacts. The project contractors will be required to comply with the structural engineers and the geotechnical recommendations.	City of Santa Fe Springs Planning and Development Department and the City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Building Permits.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 6 (Hazards and Hazardous Materials). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to demolition of existing buildings* ● Mitigation ends when surveys are complete.	Date: Name & Title:
Mitigation Measure No. 7 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.	City of Santa Fe Springs Planning and Development Department, Chief Building Official ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Building Permits* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 8 (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.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification

Mitigation Measure No. 9 (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.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 10 (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 of Santa Fe Springs Planning and Development Department, City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 11 (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 of Santa Fe Springs Planning and Development Department, City Engineer ● *(The 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. 12 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.	Santa Fe Springs Department of Fire and Rescue ● *(The Applicant is responsible for implementation)*	*During final plan check.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 13 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.	Santa Fe Springs Department of Police Services ● *(The Applicant is responsible for implementation)*	*During final plan check.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

PUBLIC HEARING

Development Plan Approval Case No. 914 and Environmental Documents

A request for approval to construct a 199,987 sq. ft. concrete tilt-up building, and related improvements, on an approximately 10.26-acre site located at 9615 Norwalk Boulevard (APN: 8002-015-018) within the M-2, Heavy Manufacturing, Zone. (Rexford Industrial)

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. 914, 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. 914 will have a significant adverse effect on the environment; and

5. Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project; and

6. Approve Development Plan Approval Case No. 914, subject to the conditions of approval as contained with the Staff Report.

LOCATION / BACKGROUND

The subject site, comprised of a single parcel (APN: 8002-015-018) of approximately 447,107 sq. ft. (10.26-acres), has an address of 9615 Norwalk Boulevard and is within the M-2, Heavy Manufacturing, Zone. Specifically the subject site is located on the east side of Norwalk Boulevard between Smith Avenue and Pike Street. Industrial land uses are located to the north, east, south; the Southern Pacific Railroad right-

of-way is to the west.

Prior to the incorporation of the City in 1957, the subject parcel had approval from the County to operate as a landfill, specifically as a gravel pit, known as the Norwalk Pit Landfill. The gravel pit, operated by the Los Angeles By-Products Company, was operational from March 1956 through June 1975. It is important to note, according to Los Angeles County records, that no organic refuse materials were accepted.

Subsequent to the closure of the landfill, Development Plan Approval Case No. 223 was approved in April of 1978 to allow for the construction of a concrete tilt-up office building, metal warehouse building, and several smaller metal structures. State Pipe and Supply, Inc. filed the application, with the intent to utilize the site, and related improvements, for the storage and distribution of pipes, which continues to this day.

The subject site was recently purchased in April of 2015 by Rexford Industrial with the intent to demolish all existing structures and construct a new 199,987 sq. ft. concrete tilt-up industrial building and related site improvements.

DEVELOPMENT PROPOSAL

Site Plan

The site plan indicates that one industrial building of 199,987 sq. ft. will be constructed on the subject property located at 9615 Norwalk Boulevard. The building will have street frontage on Norwalk Boulevard, setback 88' from the front property line at the closest point and 144' at its furthest point. Access and egress will be provided by two 40'-wide driveways on the northern and southern portion of the property's frontage. The site is designed with an interior truck yard area located behind a 14'-high screen wall/gate, with the nearest truck dock door over 300' from Norwalk Boulevard. As a result, no trucking activities will be visible from the public right-of-way. Additionally, per staff's direction, the applicant will be providing an approximately 700 sq. ft. outdoor employee break area near the office portion of the building. The outdoor break area will consist of tables, seating, lighting, trees, and will be provided with a trellis structure to provide shading. The plans do not currently depict a barrier screening or otherwise sheltering the outdoor break area from the parking lot; however, staff has conditioned the applicant (COA #68) to provide a minimum 42"-high solid wall which is architecturally compatible with the building. Lastly, it should be noted that the proposed site plan meets or exceed the minimum development standards required for properties within the M-2 zone. As a result, no modification permits or zone variances are required for the proposed development.

Floor Plan

The floor plan indicates that the overall building area will be 199,987 sq. ft. The first floor will consist of 191,550 sq. ft. of warehouse space and 4,599 sq. ft. designated as office area. Additionally, there will be a second floor mezzanine of 3,838 sq. ft.

designated as office area, resulting in a total office area of 8,437 sq. ft., or 4.2% of the total building area.

Elevations

The elevations indicate that the proposed building will have a maximum height of 42' and will have a contemporary industrial design. The street-facing elevation (east elevation), which includes the entry to the office area, is provided with glazing, color variation, pop-outs, recessed areas, height variation, 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 25,912 sq. ft. with the applicant providing 32,008 sq. ft., therefore exceeding the minimum requirement. The majority of the landscaping will be provided along the property's frontage along Norwalk Boulevard and will include, as is standard for new developments, the installation of a meandering sidewalk. Additionally, as required by code, a minimum of 6% of the landscaping has been adequately dispersed throughout the parking area.

Parking Requirements

The plans show the property will be provided with two-hundred fifty-one (251) parking spaces, two-hundred forty-four (244) of which are standard stalls with the remaining seven (7) ADA compliant stalls. As shown, the property is required to have two-hundred forty-seven (247) parking spaces. Additionally, the property will be provided with nine (9) 12' x 53' truck parking stalls. The City's Zoning Regulations require that buildings over 100,000 sq. ft. provide one truck parking stall per four dock doors; the proposed building will be provided with a total of thirty-five dock high loading doors. The proposal, therefore, meets the minimum parking requirement as set forth in the Zoning Regulations.

Loading / Roll Up Doors

According to the site plan, the proposed building will have a total of thirty-five (35) dock high loading doors. All thirty-five (35) dock high doors are provided with the required 120' back-up distance to allow for proper truck maneuvering. The building has been designed in a manner which will allow for all dock doors, and related activities, to be adequately screened from the public right-of-way. As aforementioned, the truck yard area will be screened behind a 14'-high screen wall/gate, with the nearest truck dock door over 300' from Norwalk Boulevard.

Trash Enclosures

The provided tabulation for required and provided trash enclosure area show a minimum requirement of 983 sq. ft. with the applicant providing 1,000 sq. ft., therefore

exceeding the minimum requirement. According to the site plan, a 500 sq. ft. trash enclosure will be constructed to the rear of the proposed building, within the north-west corner of the property; a second 500 sq. ft. trash enclosure is detailed along the northerly property line and in front of the proposed 14'-high screen wall. It should be noted that staff has conditioned (COA #67) that the trash enclosure be relocated behind the proposed 14'-high screen wall. As a result, the trash enclosures will not be visible from the public right-of-way.

DEVELOPMENT PLAN APPROVAL - COMMISSION'S CONSIDERATION.
Pursuant to Section 155.739 of the Zoning Regulations, in studying any application for development plan approval, the Commission shall give consideration to the following:

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

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

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

1. The land is appropriate for industrial uses based on its zoning, M-2, Heavy Manufacturing and its General Plan Land Use designation of Industrial.
2. 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 of a new and attractive industrial building on a currently underdeveloped 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 job opportunities for nearby residents.

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

Findings:
The subject parcel is currently occupied by a metal warehouse building, a two-story office structure, and several smaller structures that were erected in 1979. Once constructed, the proposed building will improve the quality of the site and enhance the general appearance of the area, as the proposed project will replace aging structures with a new structure consisting of modern architecture. The proposed building has been designed with variation in the provided setback, height, materials, and color. The result is an attractive project with a contemporary building that is comparable to other high quality industrial projects 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 with an incidental office area. Furthermore, the design of the new building represent quality architectural design (demonstrated by horizontal reveals, glazing, 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. Therefore, as designed, the new building is completely suitable for its intended purpose, 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, along with a new meandering sidewalk, provided along the frontage of the building for maximum value. Secondly, although the dock-high truck loading doors have 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 trucking activities. And lastly, the proposed trash enclosures will be strategically placed so as to not be visible and have the least

impact on adjacent properties.

(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 siting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

The proposed project/building will be constructed on a site consisting of structures developed nearly 40 years ago and along a major arterial route. Staff finds that the new contemporary industrial building is very attractive and thus will be an enhancement to not only the site, but the area as a whole. 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 Norwalk Boulevard; Norwalk Boulevard is considered a Major Arterial within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The site, comprised of a single parcel (APN: 8002-015-018) of approximately 10.26-acres, is addressed as 9615 Norwalk Boulevard and is within the M-2, Heavy

Manufacturing, Zone. Industrially zoned areas generally surround the subject site, as properties to the north, east, and south are also within the M-2, Heavy Manufacturing, Zone. Abutting the project site to the west is a railroad track and switching yard. Single-family residential properties are located to the west of the railroad track and are within the R-1, Single-Family Residential, Zone.

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 July 27, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on July 27, 2016, and published in a newspaper of general circulation (Whittier Daily News) July 28, 2016, 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 Negative 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 July 19, 2016 to August 7, 2016. The Notice of Intent to Adopt a Mitigated Negative Declaration was posted with the Los Angeles County Clerk. A copy of the Initial Study/Mitigated Negative Declaration was also mailed to surrounding cities for their review and comment.

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

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

Potentially Affected Environmental Factors:
The draft Initial Study/Mitigated Negative Declaration has identified several factors that may be potentially affected by the subject project which include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation, and utilities. 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 and Reporting 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 Monitoring and Reporting Program.

Responses to Initial Study/Mitigated Negative Declaration:
To date, staff received one response relating to the proposed Initial Study/Mitigated Negative Declaration; upon review of the documents, the City of Norwalk stated that they had no comments.

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 applicant shall pay a flat fee of $ 47,278.65 to reconstruct/resurface the existing street frontage to centerline for Norwalk Boulevard.

2. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Norwalk Boulevard 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 the applicant shall design and construct (2) new drive approaches along Norwalk Boulevard per City Standard Plan No. R-6.4.

4. All oil wells, pipelines, tanks, and related lines within the public right-of-way shall be removed from the right-of-way unless otherwise approved by the City Engineer.

5. That adequate "on-site" parking shall be provided per City requirements, and all streets abutting the development shall be posted "No Stopping Any Time." The City will install the offsite signs and the applicant shall pay the actual cost of sign installation.

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 Norwalk Boulevard. 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 applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.

9. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans.

10. All buildings shall be connected to the sanitary sewers.

11. 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.

12. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

13. That the landscape irrigation system shall be connected to reclaimed water, if available, on Norwalk Boulevard. Separate meter(s) shall be installed to accommodate connection or future connection of irrigation systems to the reclaimed water line.

14. The applicant shall have an overall site utility master plan prepared by a Registered Civil Engineer showing proposed location of all public water mains, reclaimed water mains, sanitary sewers and storm drains. This plan shall be approved by the City Engineer prior to the preparation of any construction plans for the aforementioned improvements.

15. The applicant 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 applicant and/or developer shall pay to the City the full cost of design engineering, installation and inspection of the improvements. The City will design and cause construction of the improvements.

16. That all point of access to the proposed development shall be reviewed and approved by the City Engineer. Left turns may be prohibited as designated by the City Engineer.

17. That the applicant shall comply with Congestion Management Program (CMP) requirements and provide mitigation of trips generated by the development. The applicant and/or developer will receive credit for the demolition of any buildings that formerly occupied the site. For new developments, the applicant and/or developer cannot meet the mitigation requirements, the applicant and/or developer shall pay a mitigation fee to be determined by the City Engineer for off-site transportation improvements.

18. That the applicant shall comply with all requirements of the County Sanitation District, make application for and pay the sewer maintenance fee.

19. That the applicant shall pay the water trunkline connection fee of $3,250 per acre upon application for water service connection or if utilizing any existing water service.

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

21. That a hydrology study shall be submitted to the City if requested by the City Engineer. The study shall be prepared by a Professional Civil Engineer.

22. That upon completion of public improvements constructed by developers, the developer's civil engineer shall submit mylar record drawings and an electronic file (AutoCAD Version 2004 or higher) to the office of the City Engineer.

23. That the applicant 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 applicant 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 x3701)

24. 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.

25. That the applicant shall comply with the requirements of Section 117.131 of the Santa Fe Springs Municipal Code, Requirement for a Soil Gas Study, in accordance with Ordinance No. 955, prior to issuance of building permits.

26. To prevent the travel of combustible methane gas into any structure, all slab or foundation penetrations, including plumbing, communication and electrical penetrations, must be sealed with an appropriate material. In addition, underground electrical conduits penetrating the slab or foundation of the structure, shall comply with the National Electrical Code (NEC), replete with a seal-off device normally required for classified electrical installations, so as to prevent the travel of combustible methane gas into the structure through conduit runs.

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

28. 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.

29. 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.

30. That prior to submitting plans to the Building Department, 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.

31. 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.

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

33. That the applicant shall provide a Division of Oil, Gas, and Geothermal Resources (DOGGR) Report for all existing oil wells on-site and the status of their abandonments.

34. That the applicant shall provide a Methane Site Survey and Investigation per City Ordinance and complete prior to Building plan submittal.

35. That, due to the landfill, the applicant shall provide Methane barriers and other methods of protection as revealed under the DOGGR Report and Methane Study.

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

36. That prior to issuance of building permits, the applicant shall comply with the applicable conditions below and obtain notification in writing from the Santa Fe Springs Department of Fire-Rescue Environmental Protection Division (EPD) that all applicable conditions have been met:

    a. At a minimum, the applicant must conduct an All Appropriate Inquiries (AAI) Investigation (formerly called a Phase I Environmental Site Assessment) in accordance with ASTM Standard E1527-05. The applicant shall provide the EPD with a copy of the AAI investigation report for review and approval. If the AAI investigation identifies a release, or potential release at the site, the applicant must comply with part b.

    b. An environmental site assessment may be required based on the information presented in the AAI investigation report. The environmental site assessment report must be reviewed and approved by the EPD in writing. Should the report indicate that contaminate levels exceed the recognized regulatory screening levels, remedial action will be required. A remedial action work plan must be approved by the EPD and/or another authorized oversight agency before implementation. Once remedial action is complete, a final remedial action report must be submitted and approved by the oversight agency.

c. Soil Management Plan & Report. A Soils Management Plan (SMP) which addresses site monitoring and a contingency plan for addressing previously unidentified contamination discovered during site development activities may be required. If required, the SMP shall be submitted to the EPD for review and approval before grading activities begin. Once grading is complete, a SMP report must be submitted to the EPD for final written approval. Building plans will not be approved until the SMP report has been approved by the EPD in writing.

37. Permits and approvals. That the applicant 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 prior to conducting environmental assessment or remediation on the property. Permits shall be secured prior to beginning work related to the permitted activity.

38. That the applicant shall submit plumbing plans to the Santa Fe Springs Department of Fire- Rescue 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.

POLICE SERVICES DEPARTMENT
(Contact: Margarita Munoz 562.868.0511 x3319 or Luis Collazo 562.868.0511 x3320)

39. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security 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 subject 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. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

40. That, prior to the construction phase, the applicant shall provide an emergency phone number and a contact person (i.e. superintendent, project manager) to the Department of Police Services. Emergency information shall allow the emergency services to reach the applicant or their representative any time, 24 hours a day.

41. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at each building and/or entry gate to direct emergency vehicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards may be removed after each building has been identified with their individual permanent number address.

42. 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.

43. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

WASTE MANAGEMENT
(Contact: Teresa Cavallo 562.868.0511 x7309)

44. 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.

45. 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.

46. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT
(Contact: Paul Garcia 562.868.0511 x7354)

47. That the Mitigation Monitoring and Reporting Program, which was prepared for the proposed project and adopted by the Planning Commission upon completion of the Mitigated Negative Declaration, shall be made part of the conditions of approval for Development Plan Approval Case No. 914. The Mitigation Monitoring and Reporting Program is listed as an attachment to this staff report.

48. That the applicant, Rexford Industrial, shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. In formation 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. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

49. That preferential parking spaces shall be reserved for potential carpool/vanpool vehicles without displacing handicapped and customer parking needs. Vanpool space(s) shall be legibly marked off on the pavement or identified by a sign and also conveyed to employees through the required transportation information board. Also, the preferential carpool/vanpool parking shall be identified on the site plan at the time of plan check submittal. No less than two carpool/vanpool parking spaces shall be provided. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

50. That an area shall be designated for bicycle parking and bicycle racks shall be provided. Bike racks shall be provided to accommodate bicycles at a ratio of 4 bicycles for first 50,000 square feet and 1 bicycle for each additional 50,000 square feet. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

51. That there be a safe and convenient zone in which carpool/vanpool vehicles

may deliver or board their passengers. Additionally, there shall be sidewalks or other designated pathways following direct and safe routes from external pedestrian circulation system to the proposed building and safe and convenience access from the external circulation system to bicycle parking facilities on-site. This is required to both meet the requirements of Section 155.502 (D) of the Zoning Regulations and also a goal identified within the City's General Plan Circulation Element.

52. That the applicant understands and agrees that compliance with conditions of approval numbers 48-51 must be obtained prior to issuance of a certificate of occupancy.

53. That the applicant shall implement a dust control program for air quality control. The program shall ensure that a water vehicle for dust control operations is kept readily available at all times during construction. The developer shall provide the City Engineer and Building Official with the name, telephone number and e-mail address of the person directly responsible for dust control and operation of the vehicle.

54. That during construction, the following information shall be made available on a sign posted at the main entrance(s) to the site:

    1. Name of the development/project.
    2. Name of the development company.
    3. Address or Address range for the subject site.
    4. 24-hour telephone number where someone can leave a message on a particular complaint (dust, noise, odor, etc.)

55. That the applicant, Rexford Industrial, agrees and understands that any existing overhead utilities within the development shall be placed underground.

56. That the applicant, Rexford Industrial, 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.

57. That the applicant, Rexford Industrial, 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 Norwalk Boulevard, the applicant shall work with the cable or Internet provider for the City for the installation of underground cabling and related telecommunications facilities, and in recognition of the Citywide

importance of providing telecommunication facilities along these frontages, the applicant shall also install and dedicate to the City separate underground telecommunications conduit adequate to provide opportunity for future telecommunications to the project and for the City's anticipated future needs and services, all to the satisfaction of the Public Works Director.

58. That prior to submitting plans to the Building Department for plan check, the applicant shall submit mechanical plans that include a roof plan that shows the location of all roof-mounted mechanical equipment and/or duct work. All roof-mounted 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.

    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 building cross-section drawing which shows the roof-mounted equipment and its relation to the roof and parapet lines.

    NOTE: Building cross section must be scaled.

59. 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.

60. 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.

61. That the electrical plans, which show the location of electrical transformer(s), shall be subject to the approval of the Planning Department. Transformers shall not be located within the front yard setback area. The location of the transformer(s) shall be subject to the prior approval of the Director of Planning or designee. The electrical transformer shall be screened with shrubs. Three (3) foot clearance on sides and back of the equipment. Eight (8) foot clearance in front of the equipment. Landscaping irrigation system shall be installed so that they do not spray on equipment. A copy of the Guideline is available at the Planning Department.

62. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).

63. 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).

64. 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.

65. 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.

66. That the applicant shall design and construct meandering sidewalks along the front setback area of the entire development. Said meandering sidewalk must

be reviewed and approved by the Planning Department and Public Works Department prior to construction.

67. That the proposed trash enclosure along the northerly property line shall be relocated behind the proposed 14'-high screen wall.

68. That the exterior employee break area shall be provided with a minimum 42"-high solid wall. Said wall shall be installed along the exterior employee break area exposed to the parking lot (north and east sides) and shall be consistent with the color, style, and materials of the building.

69. That the proposed "Pump Room" shall be provided with a trellis and climbing vines on the exterior walls. Said trellis shall be designed to be consistent with the trellis provided for the exterior employee break area.

70. That the applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Norwalk Boulevard, use Norwalk Boulevard as a staging area, or to back-up onto the street from the subject property.

71. That all vehicles associated with the business 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.

72. That a minimum of 247 on-site parking stalls shall be provided and continually maintained at all times. Additionally, all parking areas shall be legibly marked off on the pavement; furthermore, all compact parking stalls shall be identified by having the words "compact" or comparable wording legibly written on the pavement, wheel stop or on a clearly visible sign.

73. 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.

74. 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. f.t 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)

75. 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.

76. 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.

77. 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.

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

79. 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.

80. That prior to occupancy of the property/building, the applicant, and/or his tenant(s), shall obtain a valid business license (AKA Business Operation Tax Certificate), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecilia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

81. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior to beginning any work associated with the subject project. A late fee and penalty will be 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.

82. That the applicant shall clarify on the construction drawings that all street-facing roof drains shall be provided along the interior walls and not along the exterior of the building.

83. That the applicant shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.

84. That the applicant understands if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the Planning Department for review and approval prior to the implementation of such changes. Note that certain changes may also require approvals from other departments

85. 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.

86. 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.

87. 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.

88. That the applicant shall obtain approval from CalRecycle to develop the site. Proof of approval from CalRecycle shall be required prior to the issuance of Building Permits.

89. That the applicant shall be aware of and comply with the post-closure landfill development regulations in California Code of Regulations, Title 27.

90. 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.

91. That the applicant shall indemnify, protect, defend and hold harmless from and against any and all claims, liabilities and costs, including attorney's fees,

arising from CEQA challenges and subsequent environmental review for the Project and any or all entitlements and approvals issued by the City in connection with the Project.

92. That the applicant 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 Development Plan Approval or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

93. 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.

CW for WM

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Colored Rendering
3. Complete Set of Plans (Site Plan, Floor Plan, Elevations)
4. Development Plan Approval Application
5. Public Hearing Notice
6. Public Hearing Notification Radius Map
7. Initial Study/Mitigated Negative Declaration (Delivered to PC on July 21, 2016)
8. Mitigation Monitoring and Reporting Program (Delivered to PC on July 21, 2016)

Aerial Photograph



Development Plan Approval No. 914 – 9615 Norwalk Boulevard

Rexford Industrial

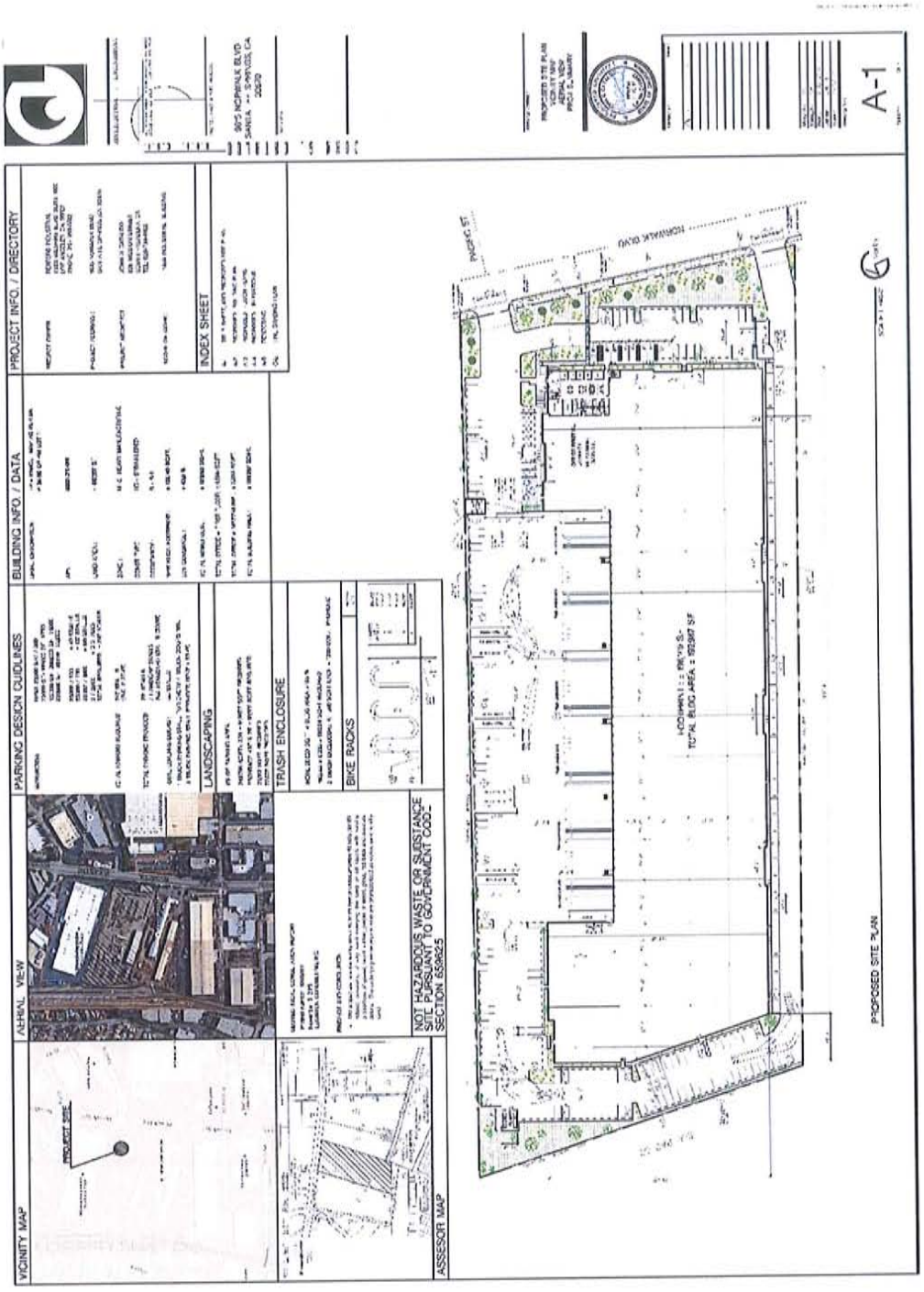
Report Submitted By: Paul M. Garcia
Planning and Development Department

Date of Report: August 3, 2016

Colored Rendering



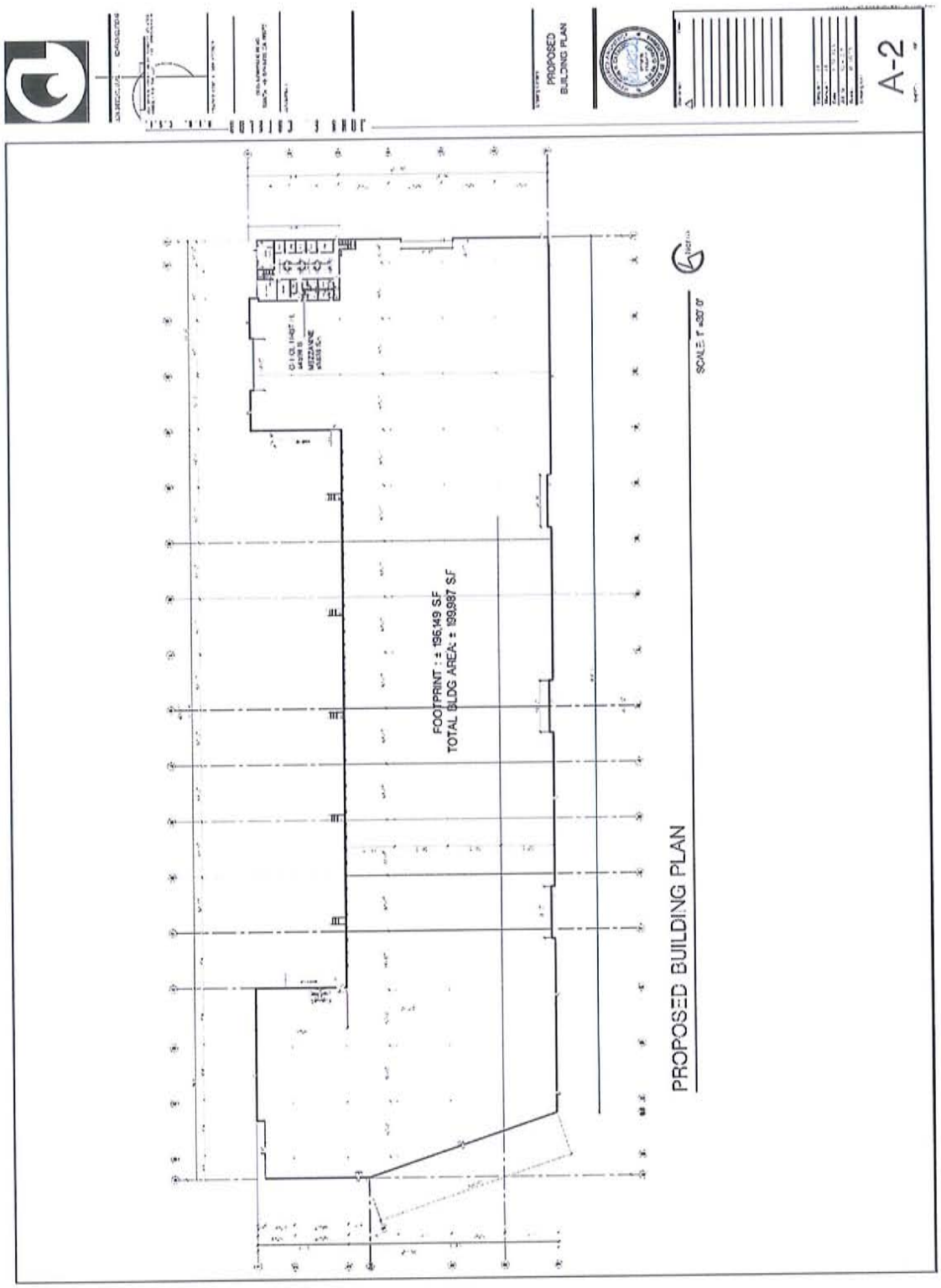
Site Plan



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

Date of Report: August 3, 2016

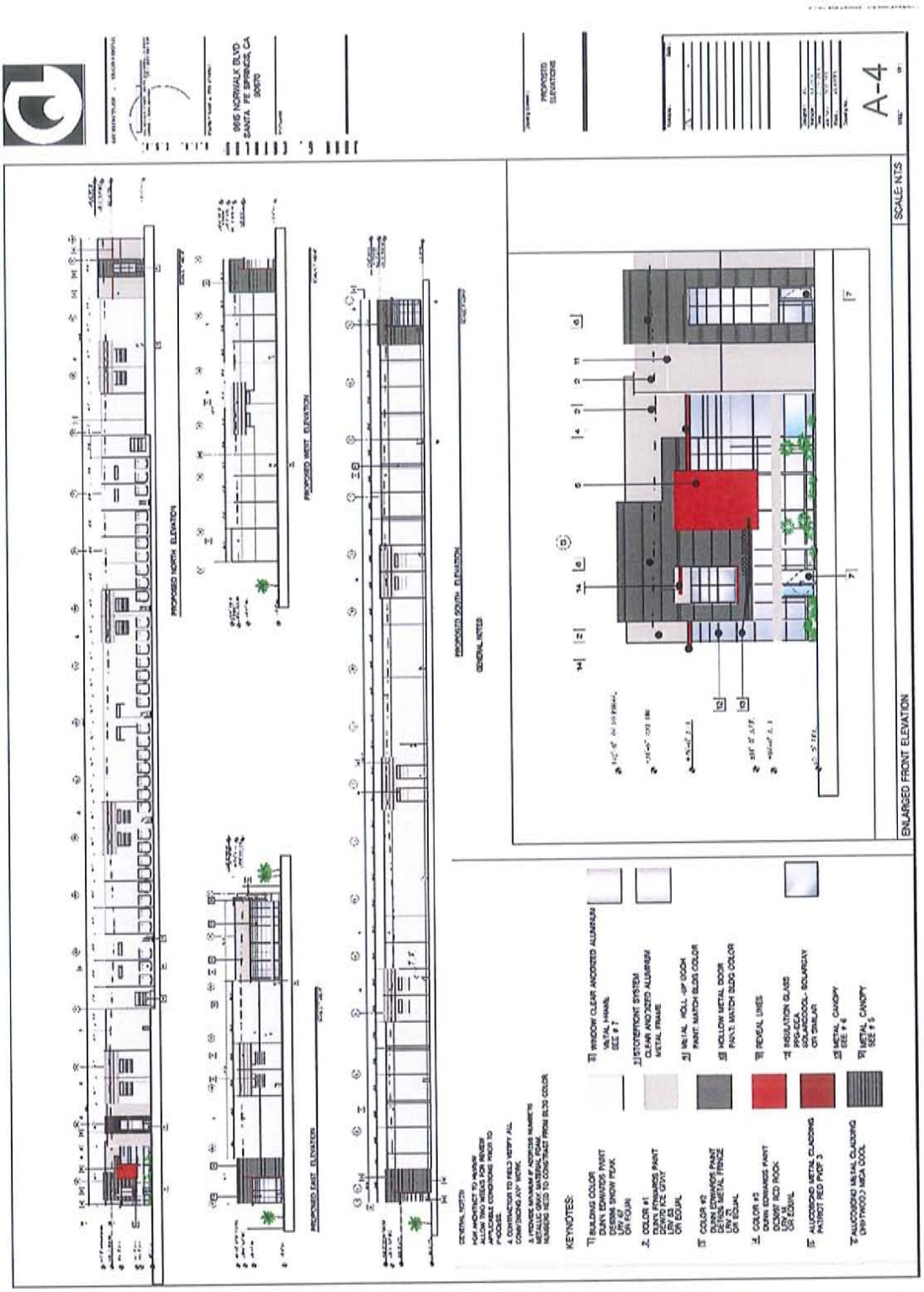
Floor Plan



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

Date of Report: August 3, 2016

Elevations



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

Date of Report: August 3, 2016

Development Plan Approval Application

RECEIVED
MAR 01 2016
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:
9615 Norwalk Blvd., Santa Fe Springs CA
8002-015-018

RECORD OWNER OF THE PROPERTY: Rexford Industrial 9615 Norwalk LLC
Name: Rexford Industrial Realty, INC. Phone No: 3109661680
Mailing Address: 11620 Wilshire Blvd #1000
Los Angeles, CA 90025
Fax No: 3109661690 E-mail: bherbkersman@Rexfordindustrial.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.)
NEW WAREHOUSE BUILDING (200,150 SF.)

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
Howard Schwimmer
Co-CEO 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): Howard Schwimmer
Mailing Address: 11620 Wilshire Blvd #1000 Los Angeles, CA 90025
Phone No: 310-966-1680
Fax No: 310-966-1690 E-mail: hherbkersman@Rexfoodindustrial.com
Signature: _____

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, Howard Schwimmer, 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)

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: DPA No. 914
DATE FILED: 3/1/16
FILING FEE: $4,046
RECEIPT NO: 1CL0625
APPLICATION COMPLETE? _____

Development Plan Approval Application (Cont.)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles)

On February 2, 2016 before me, Usra A. Hardman
(insert name and title of the officer)

personally appeared Howard Schwimmer,
who 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.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

USRA A. HARDMAN
Commission # 2019917
Notary Public - California
Los Angeles County
My Comm. Expires May 8, 2017

Signature _____ (Seal)

Public Hearing Notices

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
DEVELOPMENT PLAN APPROVAL CASE NO. 914

NOTICE IS HEREBY GIVEN that a Public Hearing will be held before the City of Santa Fe Springs Planning Commission for the following:

DEVELOPMENT PLAN APPROVAL CASE NO. 914: A request for approval to construct a 199,987 sq. ft. concrete tilt-up building, and related improvements, on an approximately 10.26-acre site within the M-2, Heavy Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: Rexford Industrial Realty, Inc. / 9615 Norwalk Boulevard (APN: 8002-015-018)

CEQA STATUS: On the basis of an Initial Study conducted for the proposed project, the City of Santa Fe Springs finds and determines that the proposed project will not have a significant adverse effect on the environment within the meaning as defined in the Guidelines for implementation of the California Environmental Quality Act. The City is hereby proposing to adopt a Mitigated Negative Declaration for this project. Additionally, the Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on Monday, August 8, 2016 at 6:00 p.m.

ALL INTERESTED PERSONS are invited to attend the Public Hearing and express opinions upon the item listed above. If you challenge the nature of this proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs City Clerk, Planning Commission or City Council at, or prior to the Public Hearing.

FURTHER INFORMATION on this item may be obtained at the City of Santa Fe Springs Planning Department, 11710 Telegraph Road, Santa Fe Springs, California 90670 or by telephone or e-mail: (562) 868-0511, extension 7354, paulmgarcia@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Pub: July 28, 2016 Whittier Daily News Ad#828300

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

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US POSTAGE $000.00[2]
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041L11257783

FILE

(NOTICE OF PUBLIC HEARING)

CARRIER: IF ADDRESSEE HAS MOVED,
PLEASE LEAVE WITH CURRENT OCCUPANT

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TO PROPERTY OWNERS WITHIN 500 FEET

NOTICE IS HEREBY GIVEN that the Santa Fe Springs Planning Commission will conduct a public hearing at a regular meeting on Monday, August 8, 2016 at 6:00 p.m., in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: Rexford Industrial Realty, Inc.

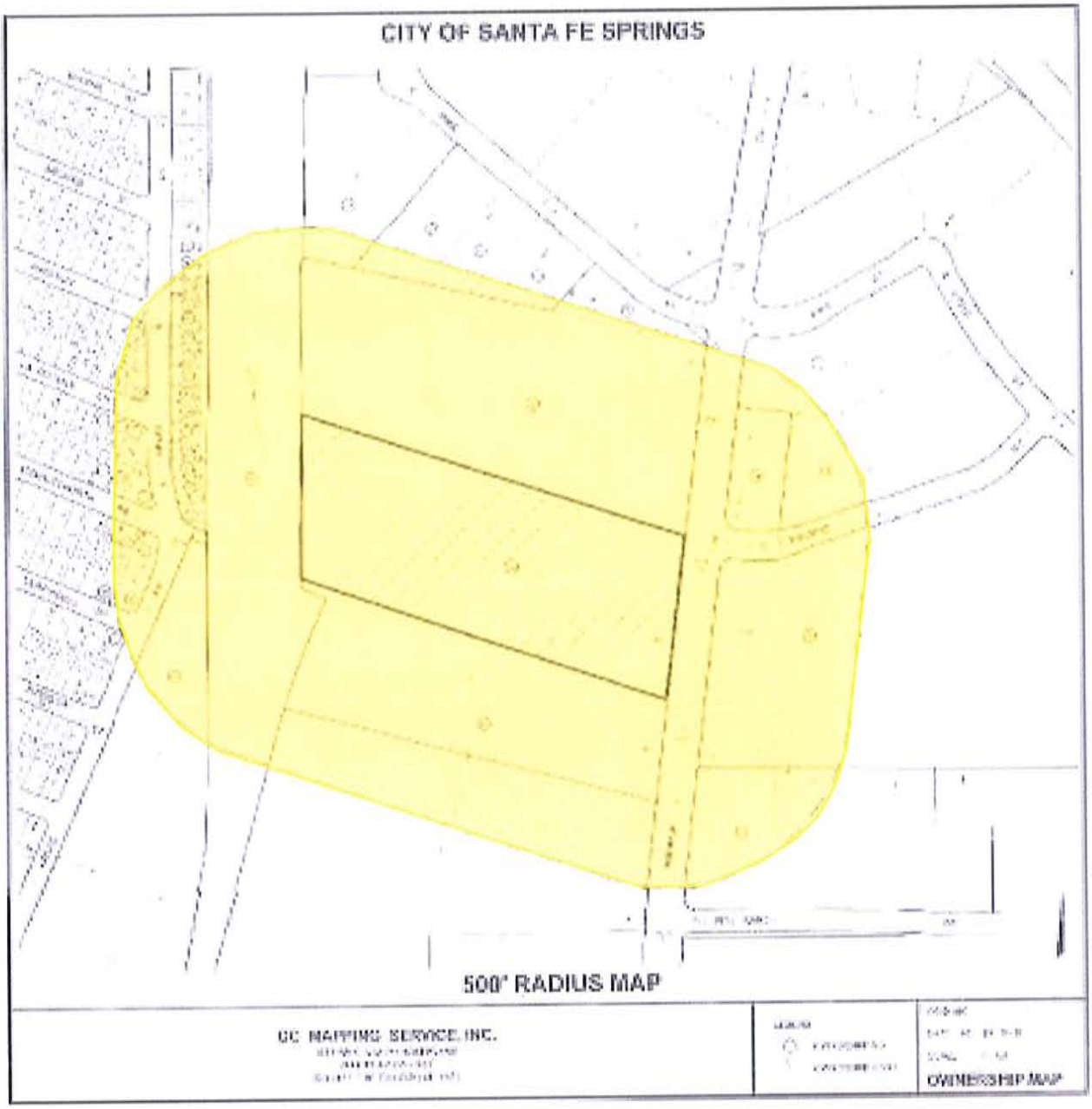
Property located at: 9615 Norwalk Boulevard (APN: 8002-015-018)

Development Plan Approval Case No. 914: A request for approval to construct a 199,987 sq. ft. concrete tilt-up building, and related improvements, on an approximately 10.26-acre site within the M-2, Heavy Manufacturing, Zone.

CEQA Status: On the basis of an Initial Study conducted for the proposed project, the City of Santa Fe Springs finds and determines that the proposed project will not have a significant adverse effect on the environment within the meaning as defined in the Guidelines for implementation of the California Environmental Quality Act. The City is hereby proposing to adopt a Mitigated Negative Declaration for this project. Additionally, the Project is not listed on the Hazardous Waste and Substance Site List (Cortese List) as set forth in Government Code Section 65962.5.

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Department of Planning & Development at, or prior to the Pubic Hearing. Any person interested in this matter may contact Paul M. Garcia at 562-868-0511, Ext. 7354 or paulmgarcia@santafesprings.org

Public Hearing Notification Radius Map



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

Date of Report: August 3, 2016

EXECUTIVE SUMMARY
INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

DEVELOPMENT PLAN APPROVAL (DPA) 914
REXFORD INDUSTRIAL DEVELOPMENT
9615 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

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

JULY 15, 2016
SFSP 031

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5. Discretionary Actions 13
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1. INTRODUCTION

This Initial Study evaluates the environmental impacts associated with the construction of a proposed industrial building within a 10.26-acre site located at 9615 Norwalk Boulevard. The proposed project, if approved, will consist of a concrete tilt-up industrial building and will have a total floor area of 199,987 square feet. The proposed project will consist of 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The new industrial building will include 35 truck loading docks on the building's north-facing elevation. Parking will be provided on surface parking areas and will include 251 stalls. Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The proposed building will have a maximum height of 42 feet. Lastly, a total of 32,008 square feet will be dedicated for landscaping. 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. 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. The project Applicant is Rexford Industrial, 11620 Wilshire Blvd, Suite 1000, Los Angeles, CA, 90025.

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. The attached 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. 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 LOCATION

The project site is located on the northern portion of the City of Santa Fe Springs. 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 9615 Norwalk Boulevard, Santa Fe Springs, California 90670. The project site is located on the west side of Norwalk Boulevard, 2,095 feet south of Los Nietos Road. The project site is located over a former landfill that was operated by Los Angeles By-Products Company in between the years 1954 and 1975. The project site's Assessor's Parcel Number (APN) is 8002-015-018. A vicinity map is provided in Exhibit 3.

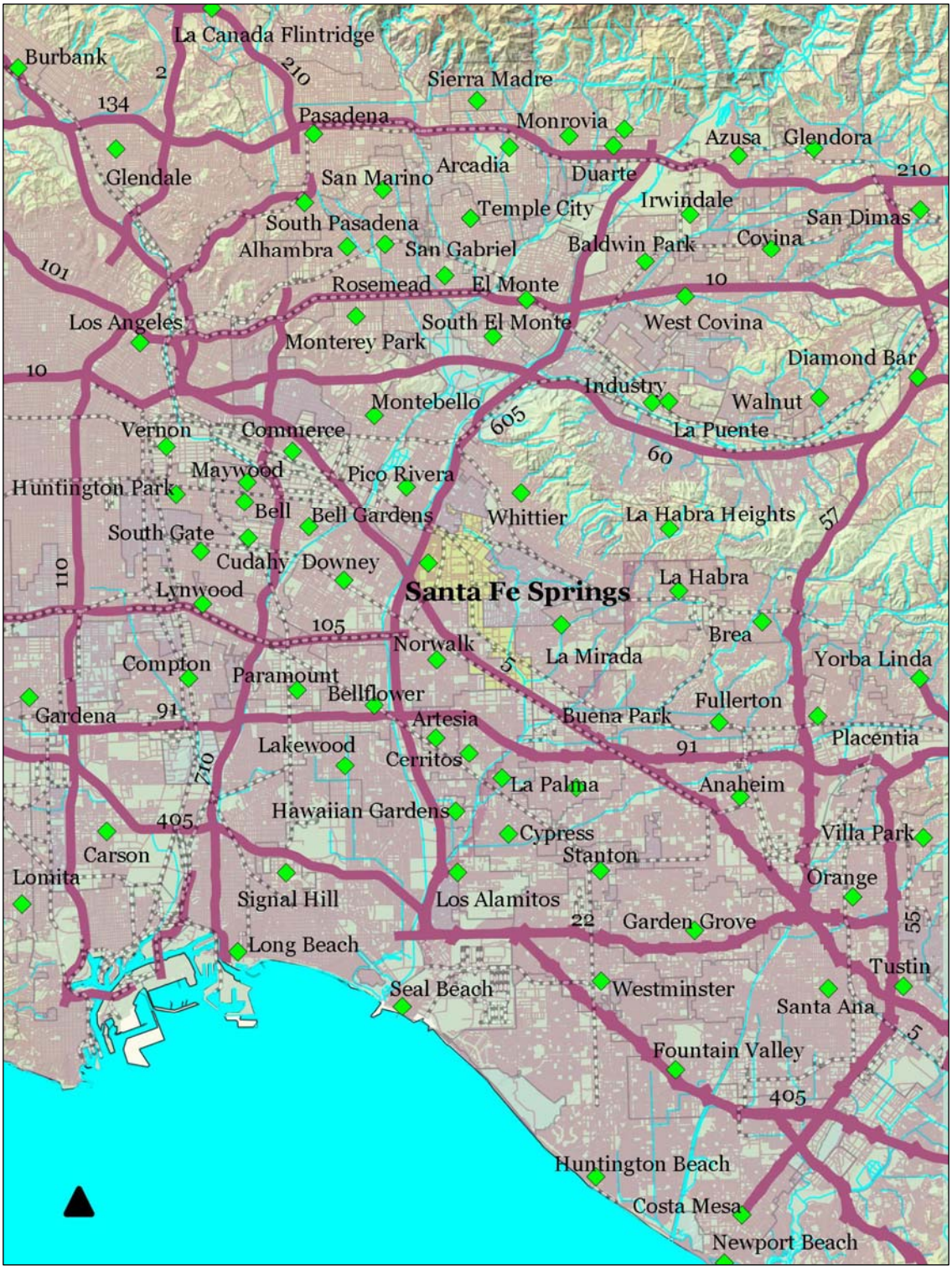


EXHIBIT 1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

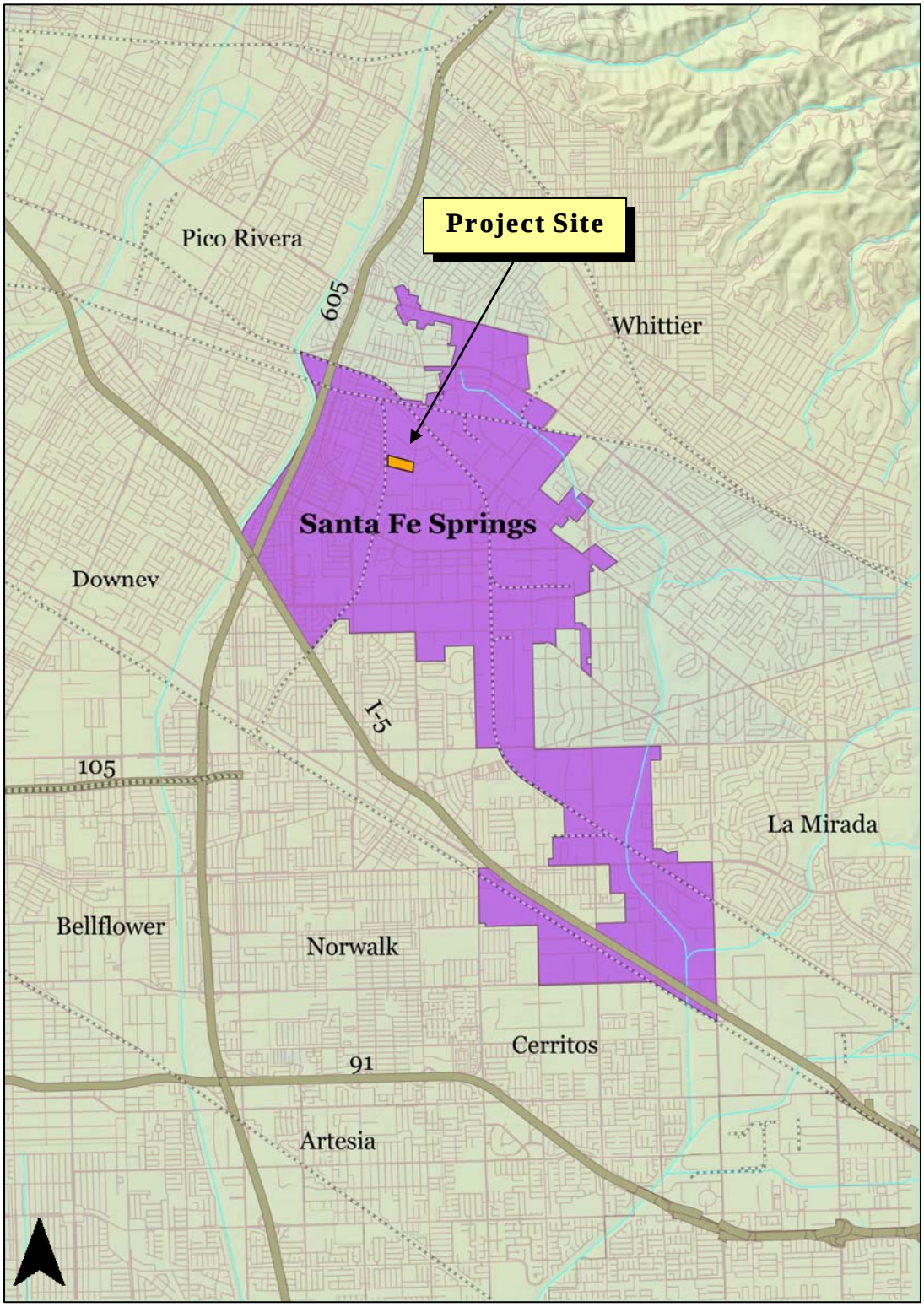


EXHIBIT 2
CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 3
LOCAL MAP
SOURCE: QUANTUM GIS

3. ENVIRONMENTAL SETTING

The 10.26 acre site is surrounded by industrial uses on all but its west side, which is zoned for single-family homes. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* Pike Street extends in an east-west orientation and is located approximately 900 feet north of the project site. Located approximately 1,150 feet north of Pike Street is Los Nietos Road. A mix of industrial development is located north of the project site. Abutting the project site to the north is McKesson Corporation Distribution Center, a medical supply distributor. Other industrial uses located north of the project site include a hardware store, an auto repair shop, a tire shop, a paper distributor, and a plastic manufacturing company.

- *South of the Project Site*. Bell Ranch Road extends in an east-west orientation and is located approximately 720 feet south of the project site. Various industrial uses are located south of the project site. Abutting the project site to the south is Hansen Steel Services, a metal fabricator and distributor. Other industrial uses located south of the site include a metal distributor, an engine rebuilding company, and a forklift dealer.

- *East of the Project Site.* Norwalk Boulevard extends in a north-south orientation and abuts the project site to the east. Located east of the project site and across Norwalk Boulevard is McMaster-Carr Supply, an industrial and commercial facility maintenance supplier. Other industrial uses located east of the project site include a medical supply store and a coffee manufacturer.

- *West of the Project Site*. Abutting the project site to the west is a railroad track and switching yard. A single family residential zone is located west of the railroad track and 850 feet west of the project site.

Other notable uses within the vicinity of the project site include Rancho Santa Gertrudes Elementary School (located approximately 0.4 miles west of the project site, along Charlesworth Road), Jersey Avenue Elementary School (located approximately 0.4 miles west of the project site, neighboring Rancho Santa Gertrudes Elementary School to the south), Los Nietos Park (located approximately one half mile to the west of the project site, neighboring Rancho Santa Gertrudes Elementary School to the west), Santa Fe Springs City Hall (located approximately ¾ mile southwest of the project site, along Telegraph Road), and Los Nietos Middle School (located approximately 0.78 miles north of the project site). The project site is currently occupied by a warehouse building of approximately 21,515 square feet in floor area, a two-story office building of approximately 12,190 square feet in floor area, a machine shop structure, a welding structure, and several smaller storage structures. The property is occupied by State Pipe & Supply Company, SeAH Steel America, International Rigging, and Cable Moore. The remainder of the project site consists of asphalt-paved parking lot areas and walkways. An unused railroad spur traverses the project site on its westernmost portion. An aerial photograph of the project site and the surrounding area is provided in Exhibit 4.

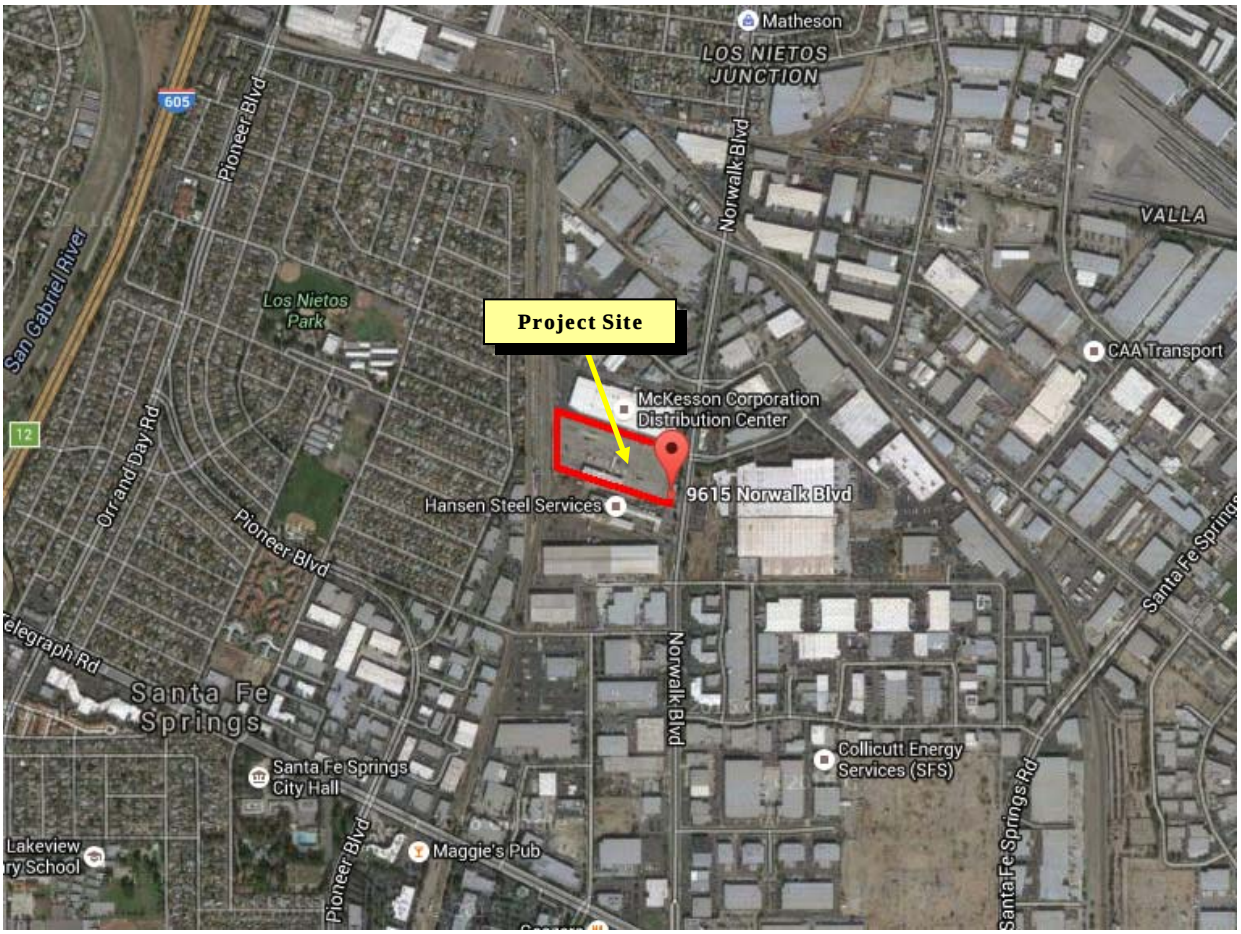


EXHIBIT 4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH

4. PROJECT DESCRIPTION

The proposed project will involve the construction of a new 199,987 square foot industrial building within a 10.26 acre lot. The proposed project will consist of the following elements:

- *Warehouse Building Characteristics.* A new 199,987 square foot concrete tilt-up industrial building will be erected within the 10.26 acre project site. The proposed building will consist of a single floor and will include 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The building will have a maximum length of 877 feet and 5 inches and will have a maximum width of 284 feet and 4 inches. The proposed project will have a footprint of 196,149 square feet and a floor area ratio (FAR) of 0.45. The building's maximum height will be 42 feet.

- *Parking Characteristics.* Parking for the industrial building will be provided by surface parking areas and will include 251 parking stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks.

- *Loading Docks and Internal Circulation.* The proposed industrial building's north elevation will feature 35 truck loading docks. Access to the proposed warehouse will be provided by an internal roadway. The internal roadway will also serve as a fire truck access lane.

- *Site Access.* Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The existing driveway on the center portion of the site will be eliminated and the southerly driveway will remain, along with a new northerly driveway. The property will be equipped with two 14-foot-tall sliding gates located near both driveways.

- *Other Improvements.* A total of 32,008 square feet will be dedicated for landscaping. Landscaping will be installed along the northern, eastern, and western sides of the building. In addition, a new meandering, concrete walkway will be provided along Norwalk Boulevard. Lastly, two 5oo square foot trash enclosures will be provided.

The conceptual site plan is shown in Exhibit 5. Conceptual elevations are provided in Exhibits 6 and 7.

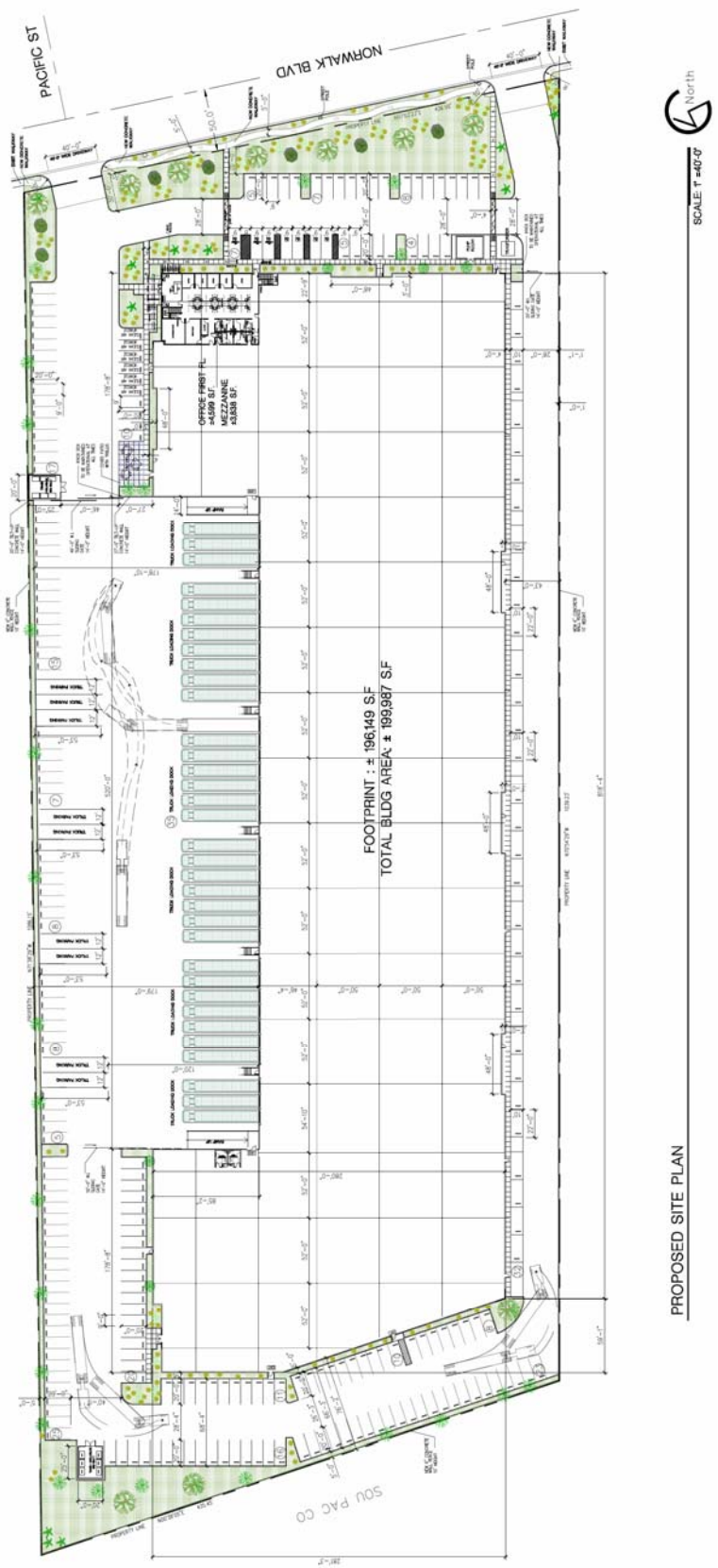
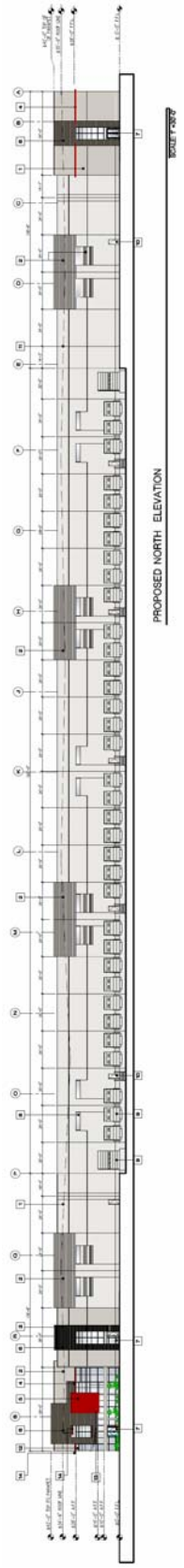


EXHIBIT 2-5
CONCEPTUAL SITE PLAN
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.



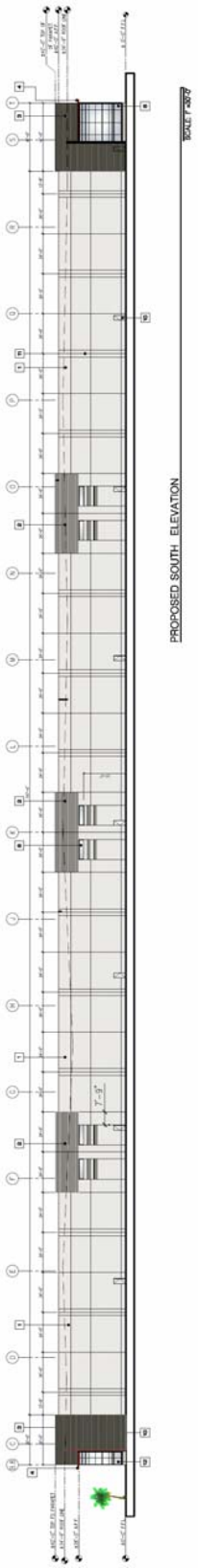


EXHIBIT 2-6
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.

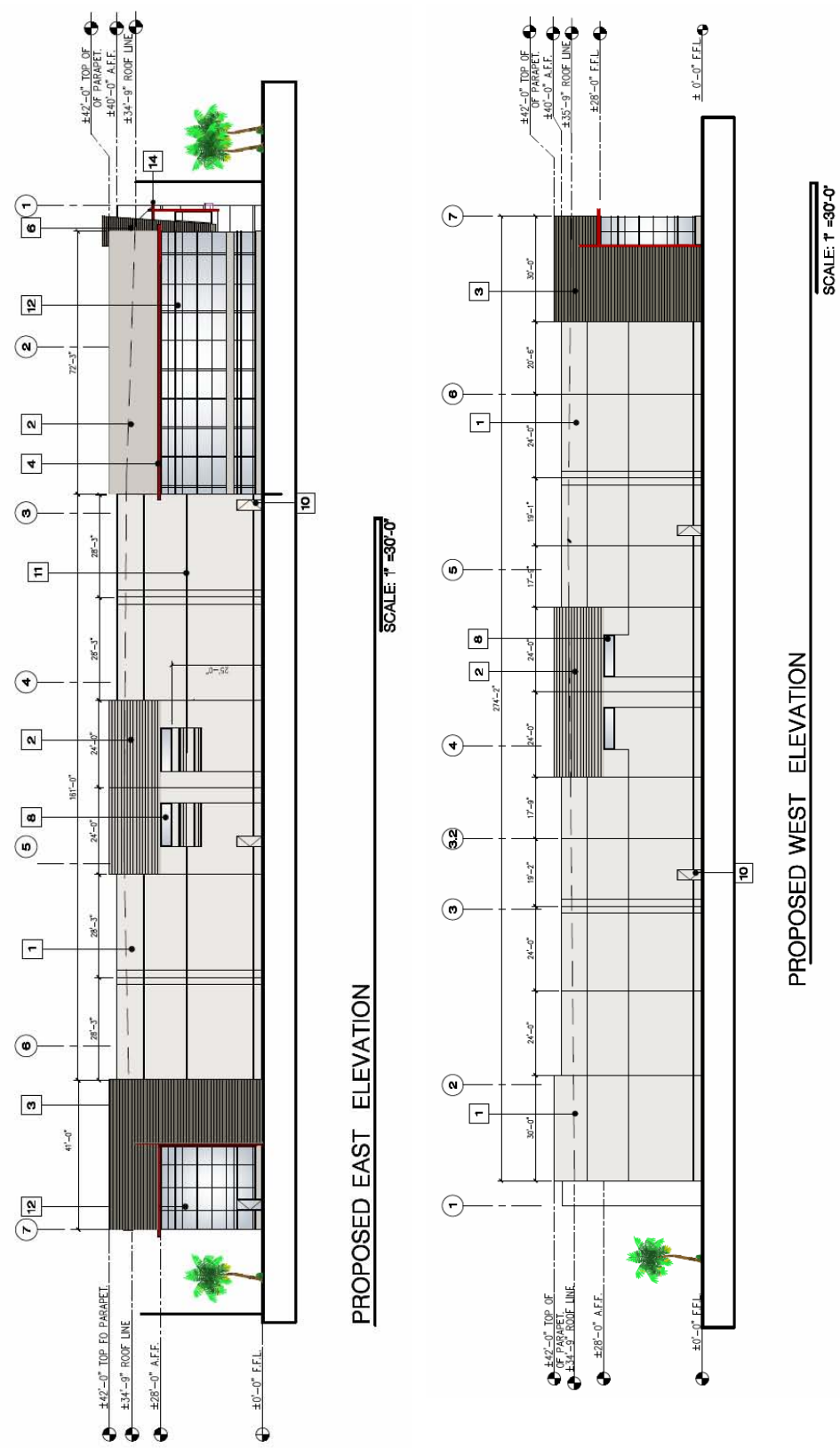


EXHIBIT 2-7
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.

The proposed project will take approximately 14 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 concrete tilt-up building. During this phase, the foundations and other on-site improvements from the existing buildings (the warehouse building, the office building, and the smaller structures) will be demolished in order to accommodate the proposed project. Removal of landscaping also occurs during this time. This phase will take approximately three months to complete.

- *Grading*. During this phase, the entire site will undergo fine grading. Fine grading refers to the final step in the grading process. This final step brings the subgrade material to the final shape and compacted form necessary to erect a structure. Due to the existing development currently on the project site, the ground is level and does not require the initial phases of grading. This phase will take approximately one month to complete.

- *Construction*. The new 199,987 square foot building will be constructed during this phase. This phase will take approximately seven months to complete.

- *Paving, Landscaping, and Finishing*. This phase will involve paving, the installation of the landscaping, and the completion of the on-site improvements. This phase will last approximately three months.

5. 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:

- *Development Plan Approval (DPA) 914* to allow the construction of a new 199,987 square-foot industrial building.

- *CEQA Compliance*. The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

6. SUMMARY OF ENVIRONMENTAL ANALYSIS

This section of the attached 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 and Circulation;
Utilities; and,
Mandatory Findings of Significance.

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). 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 considered 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 mitigation measures.

- *Potentially Significant Impact.* The proposed project may result in environmental impacts that are significant.

The environmental analysis provided in the attached 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 provided on the following pages.

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
Section 3.1 Aesthetics. *Would the project:*				
a) Have a substantial adverse effect 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) 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 which would adversely affect day or nighttime views in the area?		X		
Section 3.2 Agriculture and Forestry Resources. *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) 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) Result in the loss of forest land or conversion of forest land to a non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?				X
Section 3.3 Air Quality. *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		

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) 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
Section 3.4 Biological Resources. *Would the project:*				
a) 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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) 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?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X
Section 3.5 Cultural Resources. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				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
b) Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites?				**X**
Section 3.6 Geology and Soils. *Would the project:*				
a) 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?			**X**	
b) Result in substantial soil erosion or the loss of topsoil?				**X**
c) Be located 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) Result in, or expose people to, potential impacts, including location on expansive soil, as defined in Table 18-1 B of the California Building Code (2012), creating substantial risks to life or property?				**X**
e) Be located on soils that are 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. *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) 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. *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**	

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
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 that 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) 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**
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?				**X**
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan?				**X**
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, 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. *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 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?				**X**
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site?				**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) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise 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 as a result of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning. *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 plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. *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. *Would the project:*				
a) Result in 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) Result in exposure of people to, or generation of, excessive ground-borne noise levels?			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) Result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Result in 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
Section 3.13 Population and Housing. *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. *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. *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

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
b) Affect existing recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X
Section 3.16 Transportation and Circulation. *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, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			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) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
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. *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 stormwater 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 wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				**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**
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) Will not have an adverse effect on wildlife resources or the habitat upon which any wildlife depends.				**X**

7. 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 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. No more than 5.0 acres may be graded on any single construction day.

Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 6 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native

American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required to ensure that potential hazardous material impacts are mitigated to impacts that are less than significant:

Mitigation Measure No. 7 (Hazards & Hazardous Materials Impacts). Groundwater monitoring wells shall be removed according to applicable regulations.

Mitigation Measure No. 8 (Hazards & Hazardous Materials Impacts). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 9 (Hazards & Hazardous Materials Impacts). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

Mitigation Measure No. 10 (Hazards & Hazardous Materials Impacts). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

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

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

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

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

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

Mitigation Measure No. 15 (Public Services Impacts). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 16 (Public Services Impacts). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

The analysis of potential impacts related to traffic and circulation indicated that an impact related to increased traffic generation will result upon the project's implementation. Evaluation of the Project Opening Year 2017 (Without and With Project) scenario revealed that the intersection of Norwalk Boulevard and Telegraph Road (Study Location #10) would be significantly impacted by project-related traffic in the PM peak hour. In order to reduce project-specific impacts at this intersection, the applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share contribution along with other

surrounding developments to improve the peak hour LOS of the intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

Mitigation Measure No. 17 (Transportation and Circulation). Pursuant to the CMP, Norwalk Boulevard may be widened to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

Mitigation Measure No. 18 (Transportation and Circulation). Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the Applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

Mitigation Measure No. 19 (Transportation and Circulation). Request to the L.A. County Public Works through City staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

8. CONCLUSIONS

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.

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.

INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

DEVELOPMENT PLAN APPROVAL (DPA) 914
REXFORD INDUSTRIAL DEVELOPMENT
9615 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA



LEAD AGENCY:

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

REPORT PREPARED BY:

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

JULY 15, 2016
SFSP 031

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Rexford Industrial Development.

APPLICANT: Rexford Industrial, 11620 Wilshire Blvd, Suite 1000, Los Angeles, CA, 90025.

ADDRESS: 9615 Norwalk Boulevard. Assessor Parcel Number (APN): 8002-015-018.

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

DESCRIPTION: The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial building within a 10.26-acre (447,107 square foot) site located at 9615 Norwalk Boulevard within the City of Santa Fe Springs. The proposed project, if approved, will consist of a concrete tilt-up industrial building and will have a total floor area of 199,987 square feet. The proposed project will consist of 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The new industrial building will include 35 truck loading docks on the building's north-facing elevation. Parking will be provided on surface parking areas and will include 251 stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks. Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The proposed building will have a maximum height of 42 feet. Lastly, a total of 32,008 square feet will be dedicated for landscaping.

Discretionary approvals required as part of the proposed project's implementation include the following:

- Development Plan Approval (DPA 914); and,
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for construction, grading, utility connections, and building occupancy.

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

- The proposed project *will not* have the potential to degrade the quality of the environment.

- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the City.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

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

Signature _____ Date _____

City of Santa Fe Springs Planning and Development Department

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SECTION 1 - INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the construction of a proposed industrial building within a 10.26 acre (447,107 square feet) site located at 9615 Norwalk Boulevard. The proposed project, if approved, will consist of a concrete tilt-up industrial building and will have a total floor area of 199,987 square feet. The proposed project will consist of 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The new industrial building will include 35 truck loading docks on the building's north-facing elevation. Parking will be provided on surface parking areas and will include 251 stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks. Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The proposed building will have a maximum height of 42 feet. Lastly, a total of 32,008 square feet will be dedicated for 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 Rexford Industrial, 11620 Wilshire Blvd, Suite 1000, Los Angeles, CA, 90025. Discretionary approvals required as part of the proposed project's implementation include the following:

- Development Plan Approval (DPA 914); and
- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

Other permits will also be required, including permits for construction, grading, utility connections, and building occupancy. 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

[1] John G. Cataldo A.I.A C.S.I. *Rexford Industrial Building Site Plan.* Site plan dated February 22, 2016.

[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.

to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (MND), or Negative Declaration (ND) 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.

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.

[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).

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.

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 Aesthetics. *Would the project:*				
a) Have a substantial adverse effect 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) 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 which would adversely affect day or nighttime views in the area?		**X**		
Section 3.2 Agriculture and Forestry Resources. *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) 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) Result in the loss of forest land or conversion of forest land to a non-forest use?				**X**
e) Involve other changes in the existing environment which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?				**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 3.3 Air Quality. *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
Section 3.4 Biological Resources. *Would the project:*				
a) 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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X
c) 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?				X
d) 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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				X

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 3.5 Cultural Resources. *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in §15064.5 of the CEQA Guidelines?				X
b) Cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites?				X
Section 3.6 Geology and Soils. *Would the project:*				
a) 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?			X	
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located 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) Result in, or expose people to, potential impacts, including location on expansive soil, as defined in Table 18-1 B of the California Building Code (2012), creating substantial risks to life or property?				X
e) Be located on soils that are 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. *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) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?				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 3.8 Hazards and Hazardous Materials. *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 that 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) 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 a public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
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?				X
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency response plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, 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. *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 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?				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 alter the existing drainage pattern of the site or area, including through 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 that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise 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 as a result of dam or levee failure?				X
j) Result in inundation by seiche, tsunami, or mudflow?				X
Section 3.10 Land Use and Planning. *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 plan or natural community conservation plan?				X
Section 3.11 Mineral Resources. *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. *Would the project:*				
a) Result in 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	

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) Result in exposure of people to, or generation of, excessive ground-borne noise levels?			X	
c) Result in substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project?			X	
d) Result in 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
Section 3.13 Population and Housing. *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. *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. *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 which might have an adverse physical effect on 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
Section 3.16 Transportation and Circulation. *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, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			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) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in the location that results in substantial safety risks?				X
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. *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 stormwater 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 wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X

Table 1-1
Summary (Initial Study Checklist)

Environmental Issues Area Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
f) 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
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) Will not 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, in its capacity as the Lead Agency, is considering an application to construct and operate a new industrial building within a 10.26-acre (447,107 square foot) site located at 9615 Norwalk Boulevard within the City of Santa Fe Springs. The proposed project, if approved, will consist of a concrete tilt-up industrial building and will have a total floor area of 199,987 square feet. The proposed project will consist of 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The new industrial building will include 35 truck loading docks on the building's north-facing elevation. Parking will be provided on surface parking areas and will include 251 stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks. Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The proposed building will have a maximum height of 42 feet. Lastly, a total of 32,008 square feet will be dedicated for landscaping.

2.2 PROJECT LOCATION

The project site is located on the northern portion of the City, along Norwalk Boulevard. The City of Santa Fe Springs is located approximately 13 miles southeast of Downtown Los Angeles and 18 miles northwest of Downtown Santa Ana. 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 0.9 miles west of the site) and the Puente Hills (located approximately four miles northeast).[6]

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.[7] 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 9615 Norwalk Boulevard, Santa Fe Springs, California 90670. The project site is located on the west side of Norwalk Boulevard, 2,095 feet south of Los Nietos Road.[8] The project site is located over a former landfill that was operated by Los Angeles By-Products Company in between the years 1954 and 1975. Vehicular access to the project site will be provided by driveway connections along the west side of Norwalk Boulevard. The project site's Assessor's Parcel Number (APN) is 8002-015-018. A vicinity map is provided in Exhibit 2-3.

[6] Google Earth. Website accessed May 13, 2016.

[7] Ibid.

[8] Ibid.

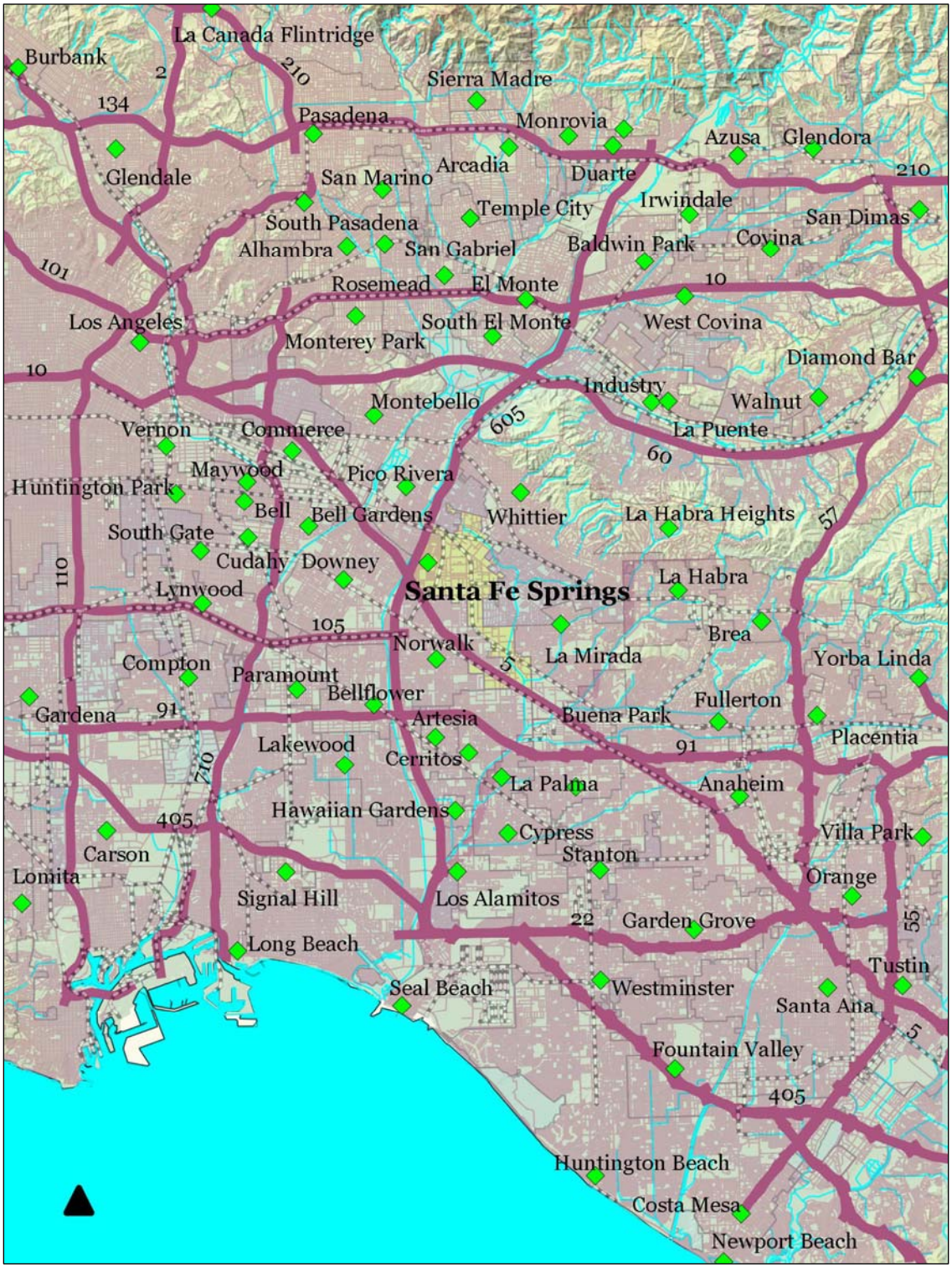


EXHIBIT 2-1
REGIONAL LOCATION
SOURCE: QUANTUM GIS

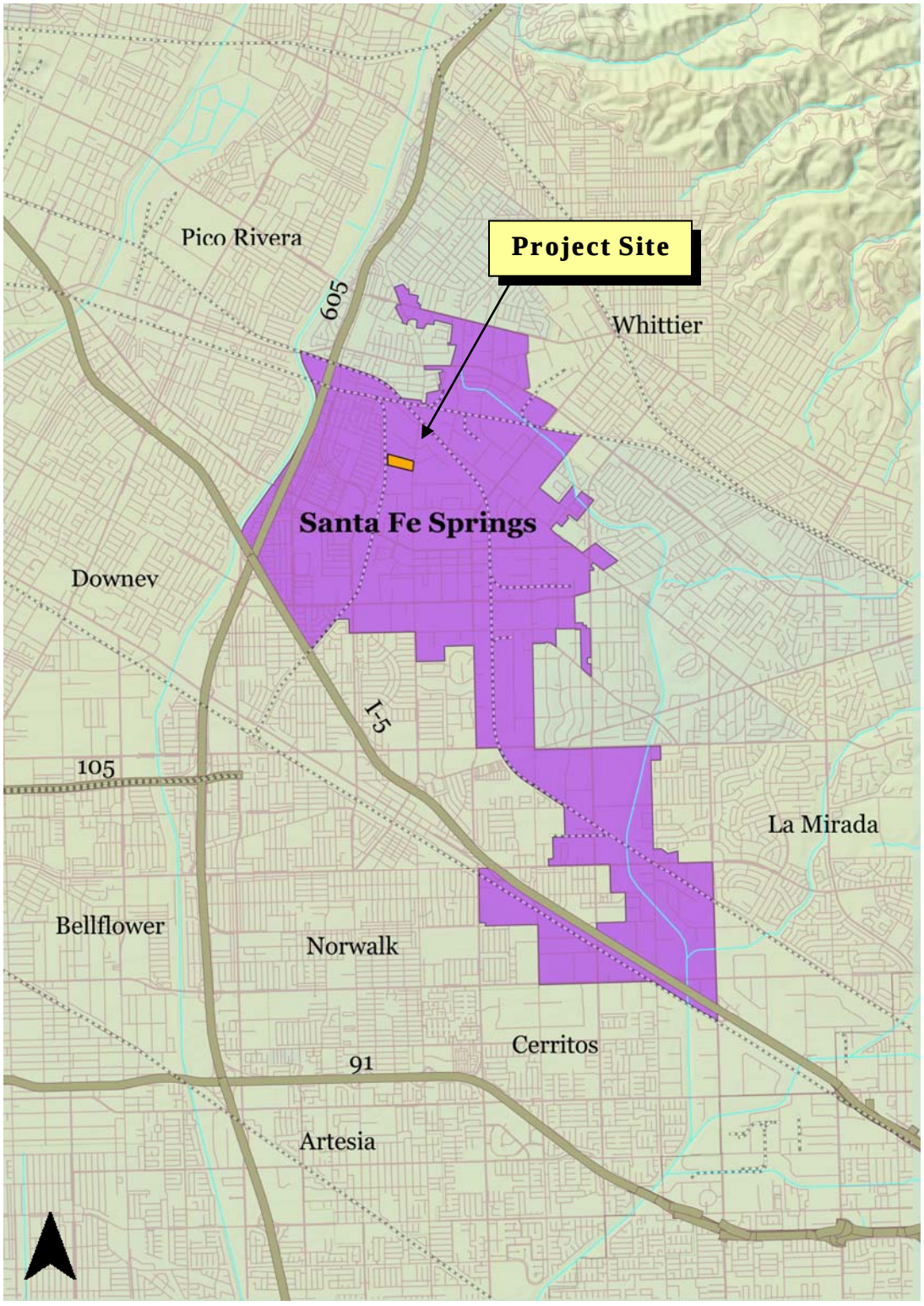


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS

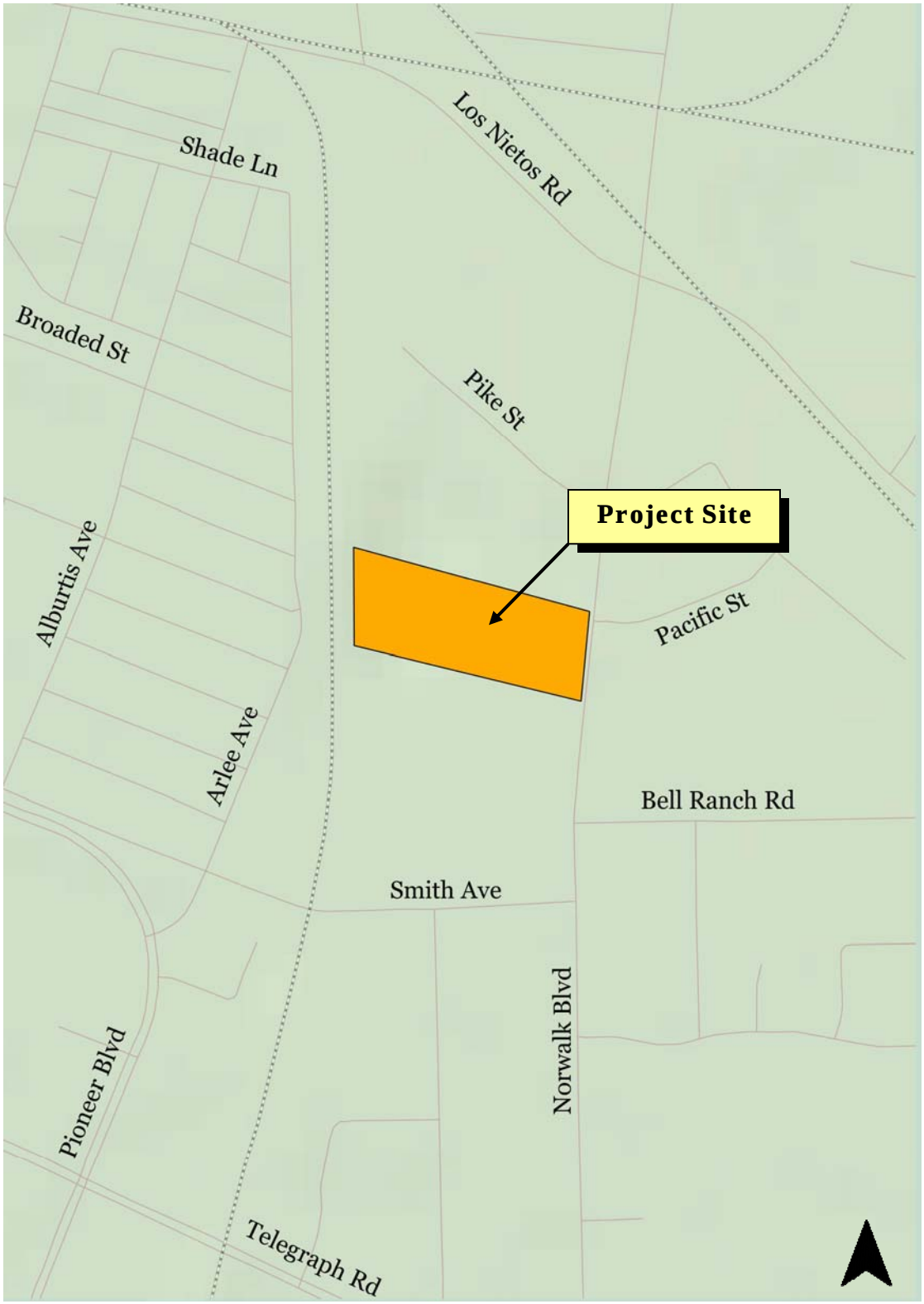


EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The 10.26 acre site is surrounded by industrial uses on all but its west side, which is zoned for single-family homes. Exhibit 2-4 shows an aerial photograph of the project site and the adjacent development. Exhibits 2-5 and 2-6 show photographs of the project site. Surrounding land uses in the vicinity of the project site are listed below:

- *North of the Project Site.* Pike Street extends in an east-west orientation and is located approximately 900 feet north of the project site. Located approximately 1,150 feet north of Pike Street is Los Nietos Road. A mix of industrial development is located north of the project site. Abutting the project site to the north is McKesson Corporation Distribution Center, a medical supply distributor. Other industrial uses located north of the project site include a hardware store, an auto repair shop, a tire shop, a paper distributor, and a plastic manufacturing company.[9] Views of this area are provided in Exhibit 2-7.

- *South of the Project Site*. Bell Ranch Road extends in an east-west orientation and is located approximately 720 feet south of the project site. Various industrial uses are located south of the project site. Abutting the project site to the south is Hansen Steel Services, a metal fabricator and distributor. Other industrial uses located south of the site include a metal distributor, an engine rebuilding company, and a forklift dealer.[10] Views of this area are provided in Exhibit 2-8.

- *East of the Project Site.* Norwalk Boulevard extends in a north-south orientation and abuts the project site to the east. Located east of the project site and across Norwalk Boulevard is McMaster-Carr Supply, an industrial and commercial facility maintenance supplier. Other industrial uses located east of the project site include a medical supply store and a coffee manufacturer.[11] Views of this area are provided in Exhibit 2-9.

- *West of the Project Site*. Abutting the project site to the west is a railroad track and switching yard. A single family residential zone is located west of the railroad track and 850 feet west of the project site.[12] Views of this area are provided in Exhibit 2-10.

Other notable uses within the vicinity of the project site include Rancho Santa Gertrudes Elementary School (located approximately 0.4 miles west of the project site, along Charlesworth Road), Jersey Avenue Elementary School (located approximately 0.4 miles west of the project site, neighboring Rancho Santa Gertrudes Elementary School to the south), Los Nietos Park (located approximately one half mile to the west of the project site, neighboring Rancho Santa Gertrudes Elementary School to the west), Santa Fe Springs City Hall (located approximately ¾ mile southwest of the project site, along Telegraph Road), and Los Nietos Middle School (located approximately 0.78 miles north of the project site).

[9] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 19, 2016.

[10] Ibid.

[11] Ibid.

[12] Ibid.

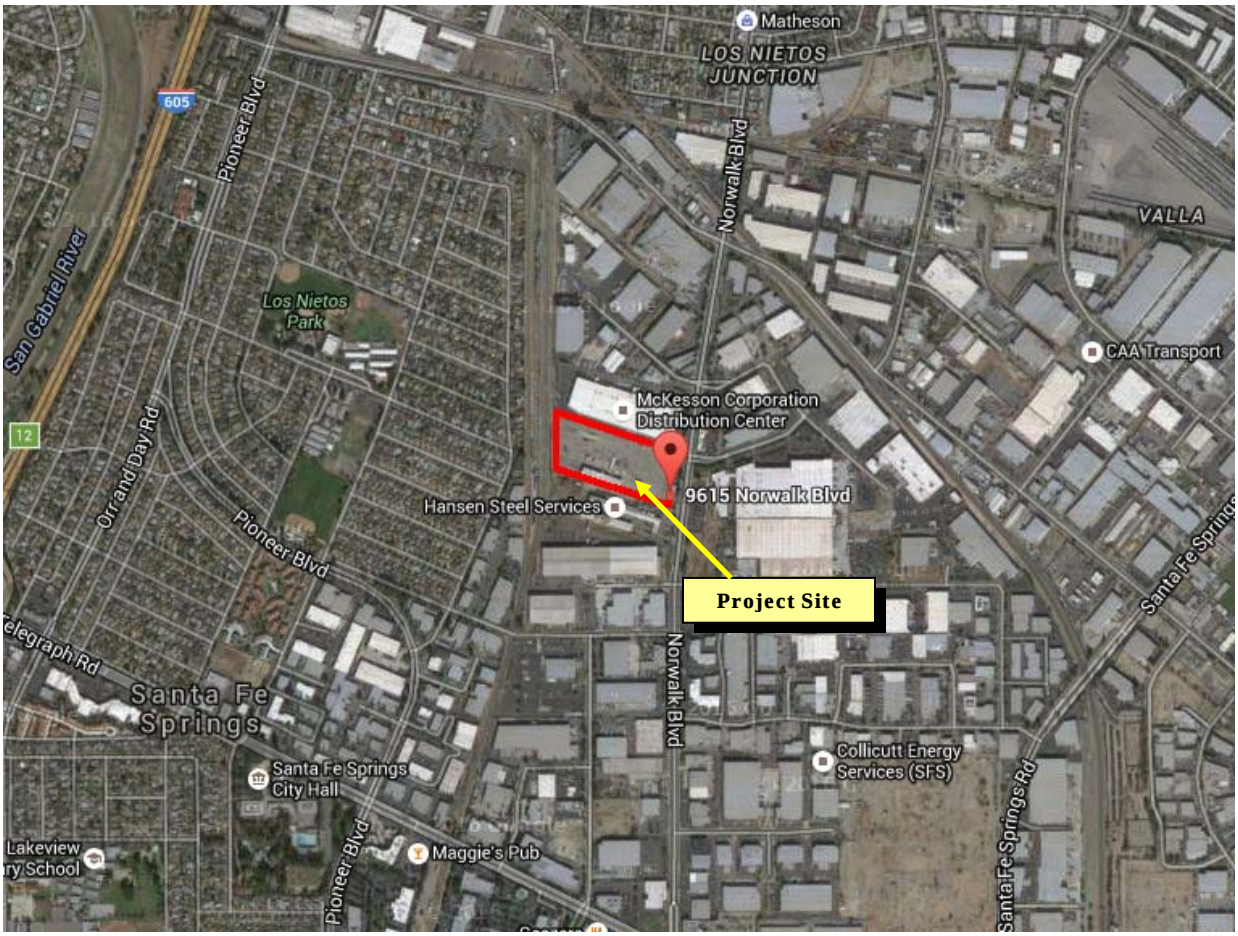


EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of existing office building from Norwalk Boulevard, facing northwest



View of project site from existing parking lot, facing northwest

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



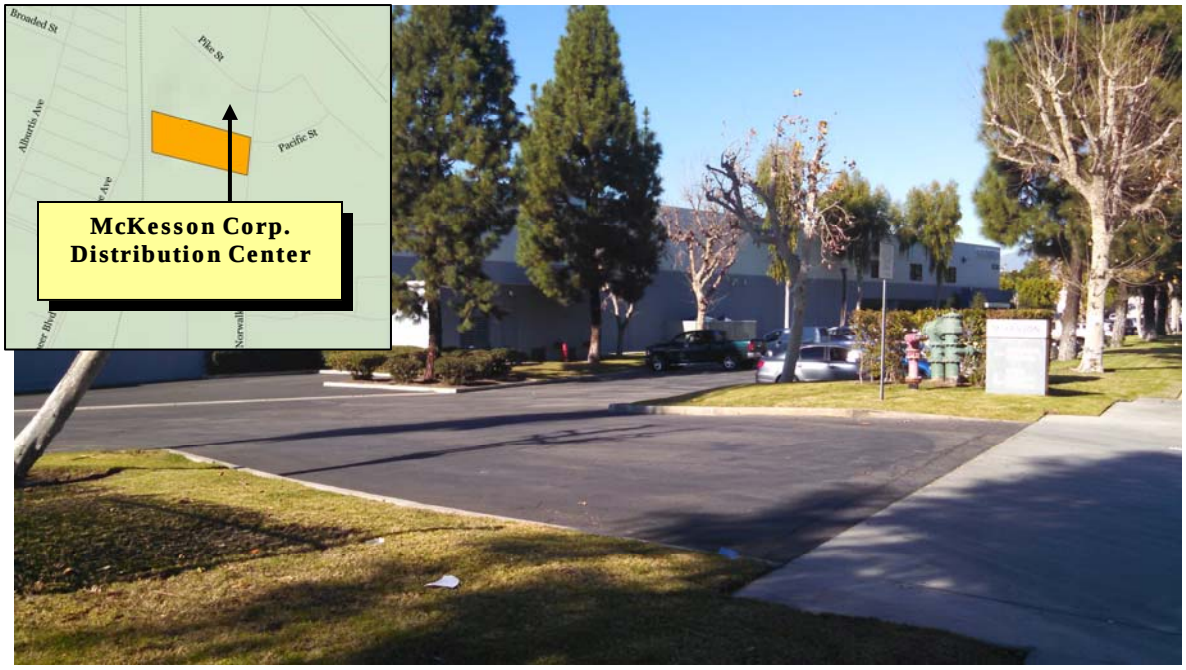
View of project site, facing west



View of the existing warehouse from parking lot, facing southwest

EXHIBIT 2-6
PHOTOGRAPHS OF PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



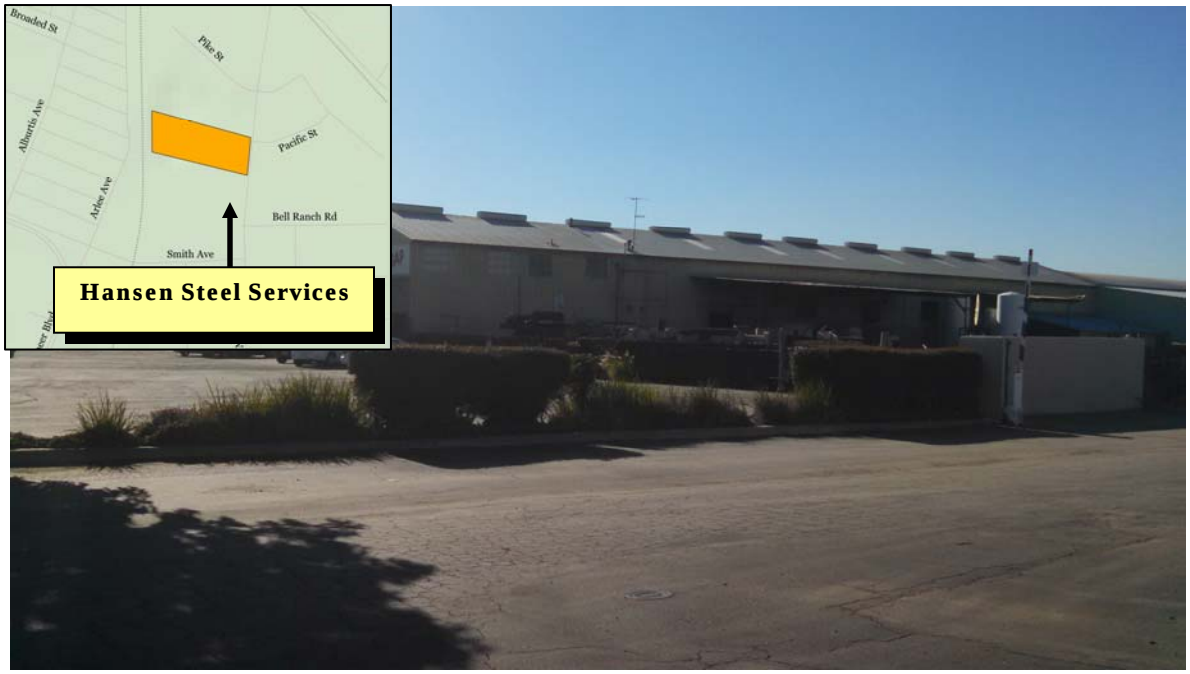
View of McKesson Corporation Distribution Center, north of the project site



View of Norwalk Boulevard, facing north

EXHIBIT 2-7
PHOTOGRAPHS OF USES NORTH OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Hansen Steel Services, south of the project site

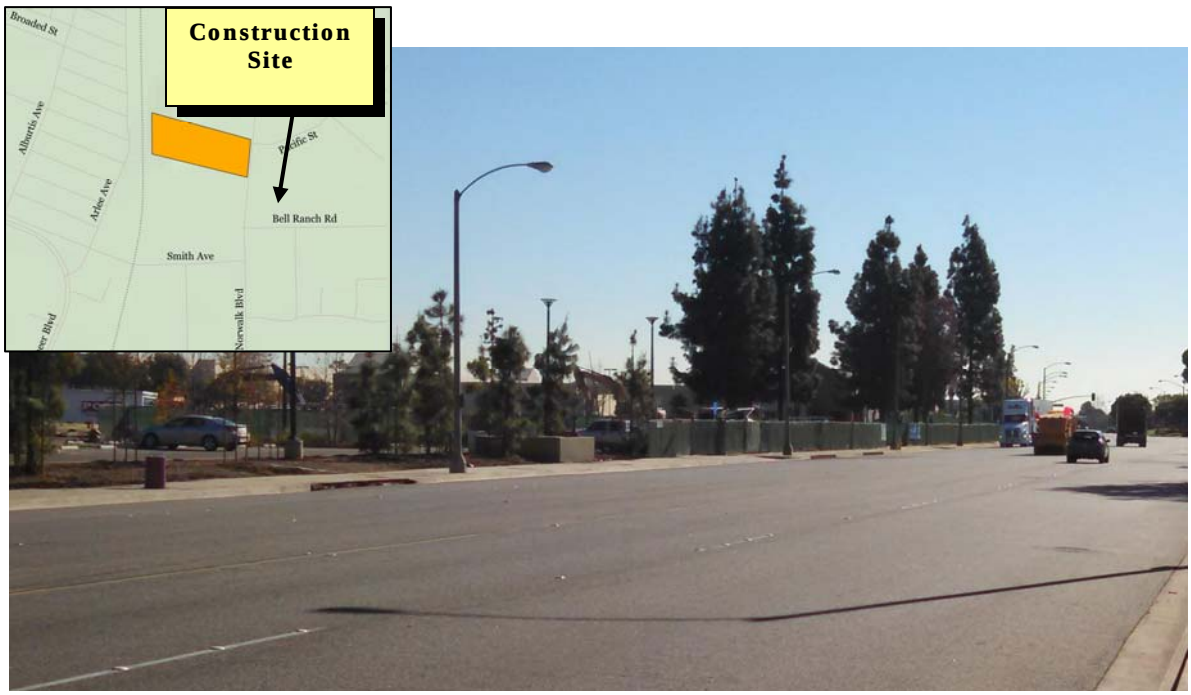


View Hansen Steel Services and Kloeckner Metals, south of the project site

EXHIBIT 2-8
PHOTOGRAPHS OF USES SOUTH OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of McMaster Carr Supply Company, east of the project site



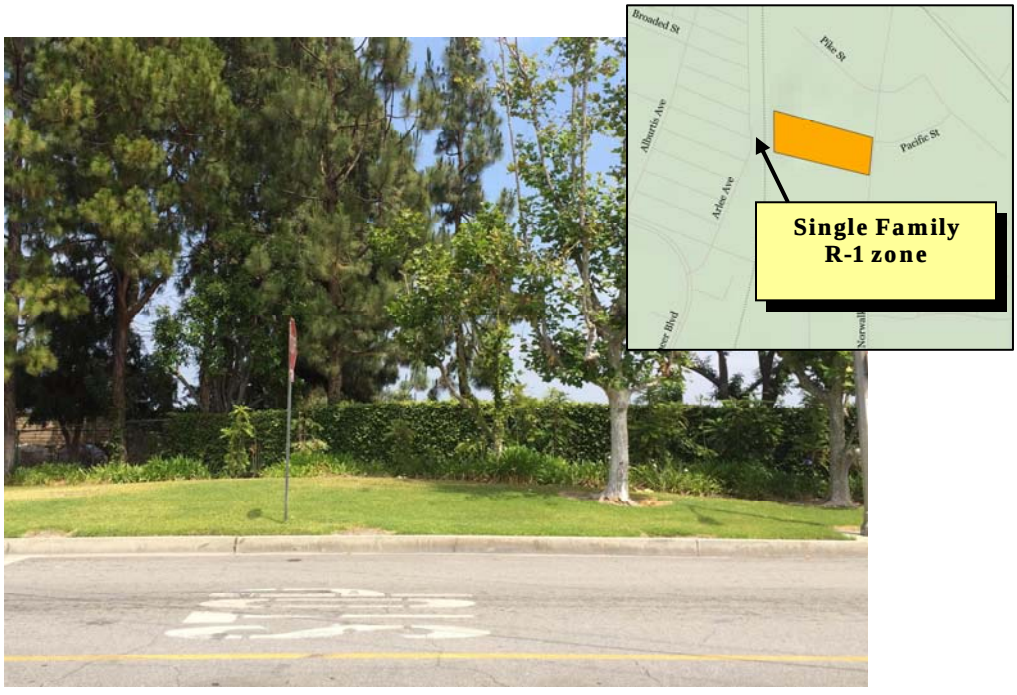
View of a construction site, southeast of the project site

EXHIBIT 2-9
PHOTOGRAPHS OF USES EAST OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of the single family homes west of the project site, along Arlee Ave



View from residential zone west of the project site, facing east towards project site

EXHIBIT 2-10
PHOTOGRAPHS OF USES WEST OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Major roadways in the area include Slauson Avenue, located approximately 0.85 miles north of the project site, Telegraph Road, located approximately 0.72 miles to the south, Santa Fe Springs Road, located approximately one mile to the east, and Pioneer Boulevard, located approximately 0.65 miles to the west.[13] The project site is currently occupied by a warehouse building of approximately 21,515 square feet in floor area, a two-story office building of approximately 12,190 square feet in floor area, a machine shop structure, a welding structure, and several smaller storage structures. The property is occupied by State Pipe & Supply Company, SeAH Steel America, International Rigging, and Cable Moore. The remainder of the project site consists of asphalt-paved parking lot areas and walkways.[14] A railroad track abuts the western boundary of the project site in a north-south orientation and an unused railroad spur traverses the project site on its westernmost portion.[15]

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will involve the construction of a new 199,987 square foot industrial building within a 447,107 square foot (10.26 acre) lot. The proposed project will consist of the following elements:

- *Warehouse Building Characteristics.* A new 199,987 square foot concrete tilt-up industrial building will be erected within the 10.26 acre project site. The proposed building will consist of a single floor and will include 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The building will have a maximum length of 877 feet and 5 inches and will have a maximum width of 284 feet and 4 inches. The proposed project will have a footprint of 196,149 square feet and a floor area ratio (FAR) of 0.45. The building's maximum height will be 42 feet.[16]

- *Parking Characteristics.* Parking for the industrial building will be provided by surface parking areas and will include 251 parking stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks.[17]

- *Loading Docks and Internal Circulation.* The proposed industrial building's north elevation will feature 35 truck loading docks. Access to the proposed warehouse will be provided by an internal roadway. The internal roadway will also serve as a fire truck access lane.[18]

[13] Google Earth. Website accessed May 17, 2016.

[14] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670.* March 18, 2015.

[15] Google Earth. Website accessed May 17, 2016.

[16] John G. Cataldo A.I.A C.S.I. *Rexford Industrial Building Site Plan.* Site plan dated February 22, 2016.

[17] Ibid.

[18] Ibid.

- *Site Access.* Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The existing driveway on the center portion of the site will be eliminated and the southerly driveway will remain, along with a new northerly driveway. The property will be equipped with two 14-foot-tall sliding gates located near both driveways.[19]

- *Other Improvements.* A total of 32,008 square feet will be dedicated for landscaping. Landscaping will be installed along the northern, eastern, and western sides of the building. In addition, a new meandering, concrete walkway will be provided along Norwalk Boulevard. Lastly, two 5oo square foot trash enclosures will be provided.[20]

The conceptual site plan is shown in Exhibit 2-11. Conceptual elevations are provided in Exhibits 2-12 and 2-13.

2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will take approximately 14 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 concrete tilt-up building. During this phase, the foundations and other on-site improvements from the existing buildings (the warehouse building, the office building, and the smaller structures) will be demolished in order to accommodate the proposed project. Removal of landscaping also occurs during this time. This phase will take approximately three months to complete.

- *Grading.* During this phase, the entire site will undergo fine grading. Fine grading refers to the final step in the grading process. This final step brings the subgrade material to the final shape and compacted form necessary to erect a structure. Due to the existing development currently on the project site, the ground is level and does not require the initial phases of grading. This phase will take approximately one month to complete.

- *Construction.* The new 199,987 square foot building will be constructed during this phase. This phase will take approximately seven months to complete.

- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of the on-site improvements. This phase will last approximately three months.

[19] John G. Cataldo A.I.A C.S.I. *Rexford Industrial Building Site Plan.* Site plan dated February 22, 2016.

[20] Ibid.

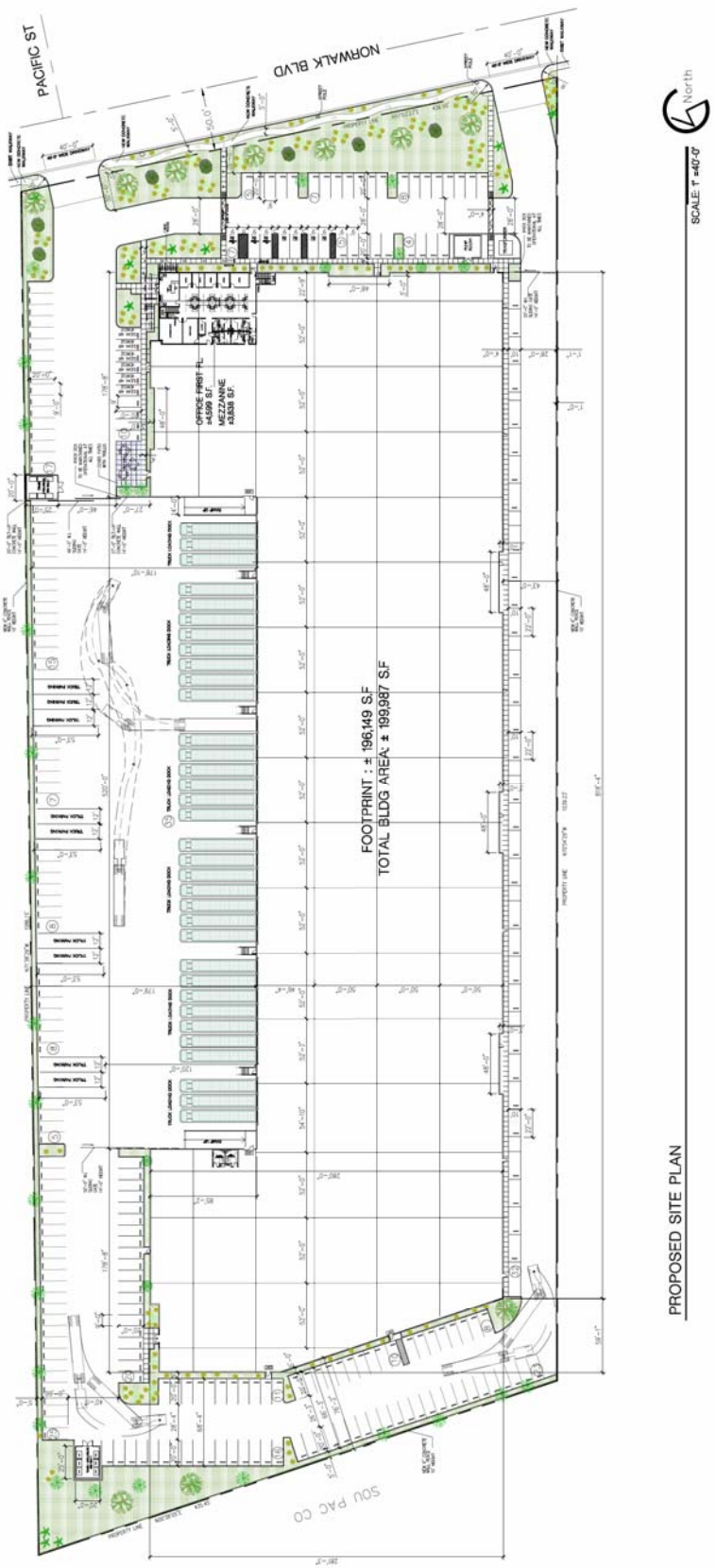
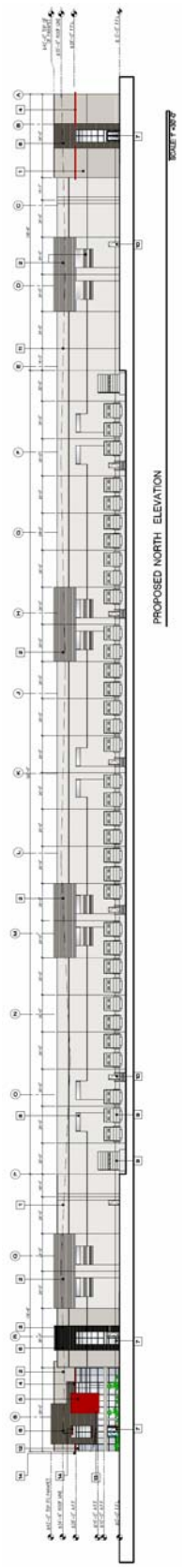


EXHIBIT 2-11
CONCEPTUAL SITE PLAN
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.



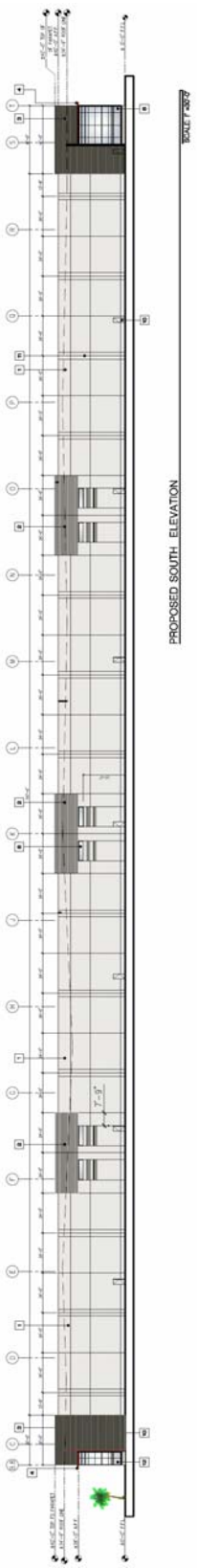


EXHIBIT 2-12
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.

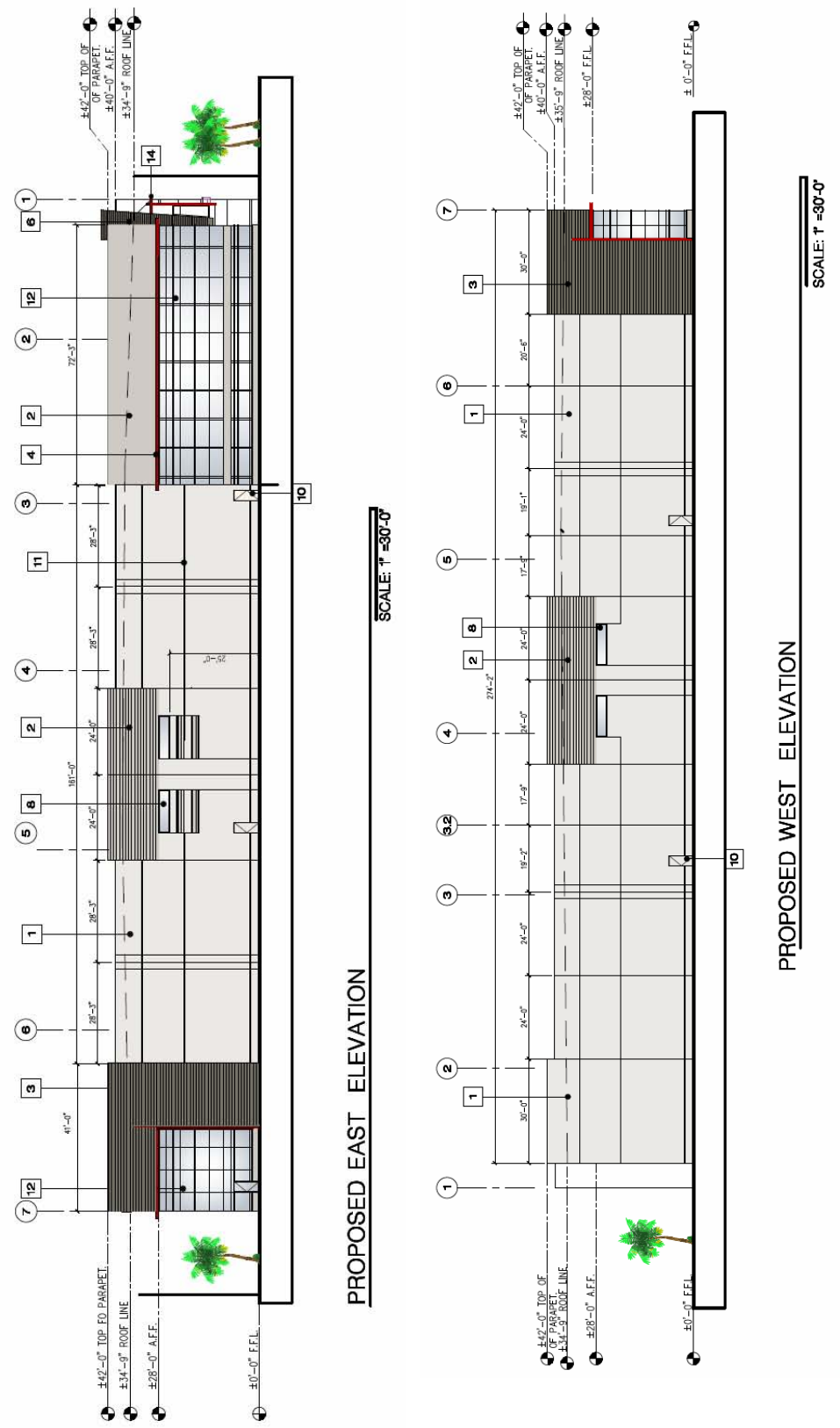


EXHIBIT 2-13
CONCEPTUAL BUILDING ELEVATIONS
SOURCE: JOHN G. CATALDO A.I.A. C.S.I.

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.

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:

- *Development Plan Approval (DPA) 914* to allow the construction of a new 199,987 square-foot industrial building.
- *CEQA Compliance.* The adoption of the Mitigated Negative Declaration and the adoption of the Mitigation Monitoring and Reporting Program (MMRP).

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 and Circulation(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:

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

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project have a substantial adverse effect on a scenic vista? ● No Impact.

The project site is presently occupied by a warehouse building, a two-story office structure, and several smaller structures. The proposed project involves the construction of a 199,987 square foot industrial building with a maximum height of 42 feet. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains. Current development along Norwalk Boulevard restricts views of the aforementioned scenic vistas from uses on all sides of the project site. The residential zone west of the project site will not be affected because it is located 850 feet west of the project site. As a result, the proposed project will not have a substantial effect on a scenic vista.

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

The project site is presently occupied by a warehouse building, a two-story office structure, and several smaller structures. There are currently approximately 20 trees on-site. The proposed landscape plan calls for more extensive landscaping and therefore will not damage trees as a scenic resource. There are neither rock outcroppings nor historic buildings located on-site.[21] According to the California Department of Transportation, Norwalk Boulevard is not a designated scenic highway and there are no State or County designated scenic highways in the vicinity of the project site.[22] As a result, no impacts on scenic resources will result from the proposed project's implementation.

[21] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 19, 2016.

[22] California Department of Transportation. *Official Designated Scenic Highways*. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings? ● No Impact.

As indicated previously, the project site is currently occupied by a warehouse building, a two-story office structure, and several smaller structures. 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 improve the City's appearance along a major arterial route by replacing the existing aging structures within the project site. The proposed industrial building will have a maximum height of 42 feet and will be comparable to the surrounding industrial buildings along Norwalk Boulevard. In addition, the proposed landscape plan will enhance the existing visual character because extensive landscaping will be added, along with a new meandering concrete walkway and other decorative features.[23] As a result, no impacts are expected to result.

D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● Less Than Significant Impact With Mitigation.

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass* which is typically defined as the presence of unwanted light on properties located adjacent to the source of lighting. The nearest light sensitive receptors are single family homes in the R-1 zone located to the west of the project site. The nearest single family homes are located approximately 850 feet west of the project site. A second group of light sensitive receptors in the area are the single family residential homes located approximately one half mile to the north.[24] Because light sensitive receptors are found in the vicinity of the project site, the following mitigation is required in order to minimize the potential impacts to the greatest extent possible:

- The Applicant must ensure that appropriate light shielding is provided for the lighting equipment in the parking area, buildings, and security as a means to limit glare and light trespass. The plan for the lighting must be submitted to the Planning Department, Police Services Department, and the Chief Building Official for review and approval prior to the issuance of any building permits.

- An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning Department, Police Services Department, and the Chief Building Official.

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

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 Norwalk Boulevard, damage or interfere with any scenic resources or highways, or degrade the project site and surrounding areas. However, the proposed

[23] John G. Cataldo A.I.A. C.S.I. *Rexford Industrial Building Site Plan.* Site plan dated February 22, 2016.

[24] Google Earth. Website accessed May 13, 2016.

project has the potential to create unwanted glare and light trespass. The mitigation measures discussed in Sections 3.1.2.D will reduce any potential impacts to levels that are less than significant.

3.1.4 MITIGATION MEASURES

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

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

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

3.2 AGRICULTURE AND FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

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

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance to non-agricultural use;
- 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 which, due to their location or nature, may result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

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 presently occupied by a warehouse building, a two-story office structure, and several smaller structures and contains no agricultural uses and/or activities. A Light Agriculture zone (A-1) exists within the City's zoning code and the proposed project site's M-2 zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals and manufacture of fertilizer. However, the City's General Plan does not identify any agricultural uses within City boundaries.[25] 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, Unique Farmland, or Farmland of Statewide Importance will occur with the implementation of the proposed project.

[25] City of Santa Fe Springs Municipal Code. *Title XV, Land Usage.* Chapter 155, Code 155.241, Principal Permitted Uses.

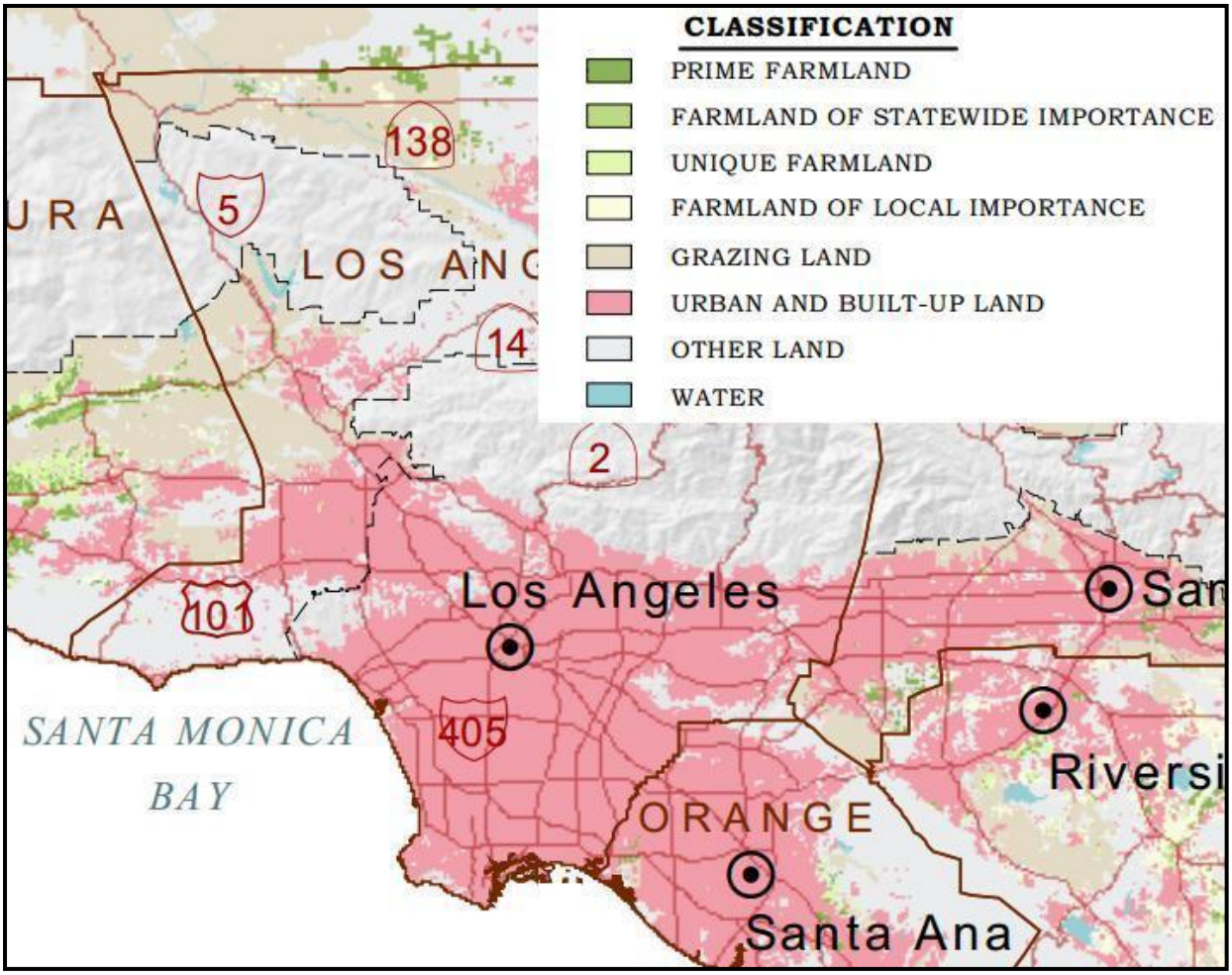


EXHIBIT 3-1
IMPORTANT FARMLAND IN CALIFORNIA MAP
SOURCE: CALIFORNIA DEPARTMENT OF CONSERVATION DIVISION OF LAND RESOURCE PROTECTION

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

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract.[26] Additionally, the project site is currently zoned as M-2 (Heavy 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-2 zone but are not exclusive to the M-2 zoning designation; therefore, no conflict in zoning for agricultural uses will occur. 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 provide for any forest land preservation.[27] 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.

As indicated previously in Section 3.2.2.C, no forest lands are located within the vicinity of the project site or the City of Santa Fe Springs. 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 which, due to their location or nature, may result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use? ● No Impact.

The proposed project will be constructed on a site which is currently developed and within a larger industrial area. Therefore, the proposed project's implementation will not result in the conversion of any existing farmlands or forest lands to urban uses. As a result, no impacts will result from the implementation of the proposed project.

[26] 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

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

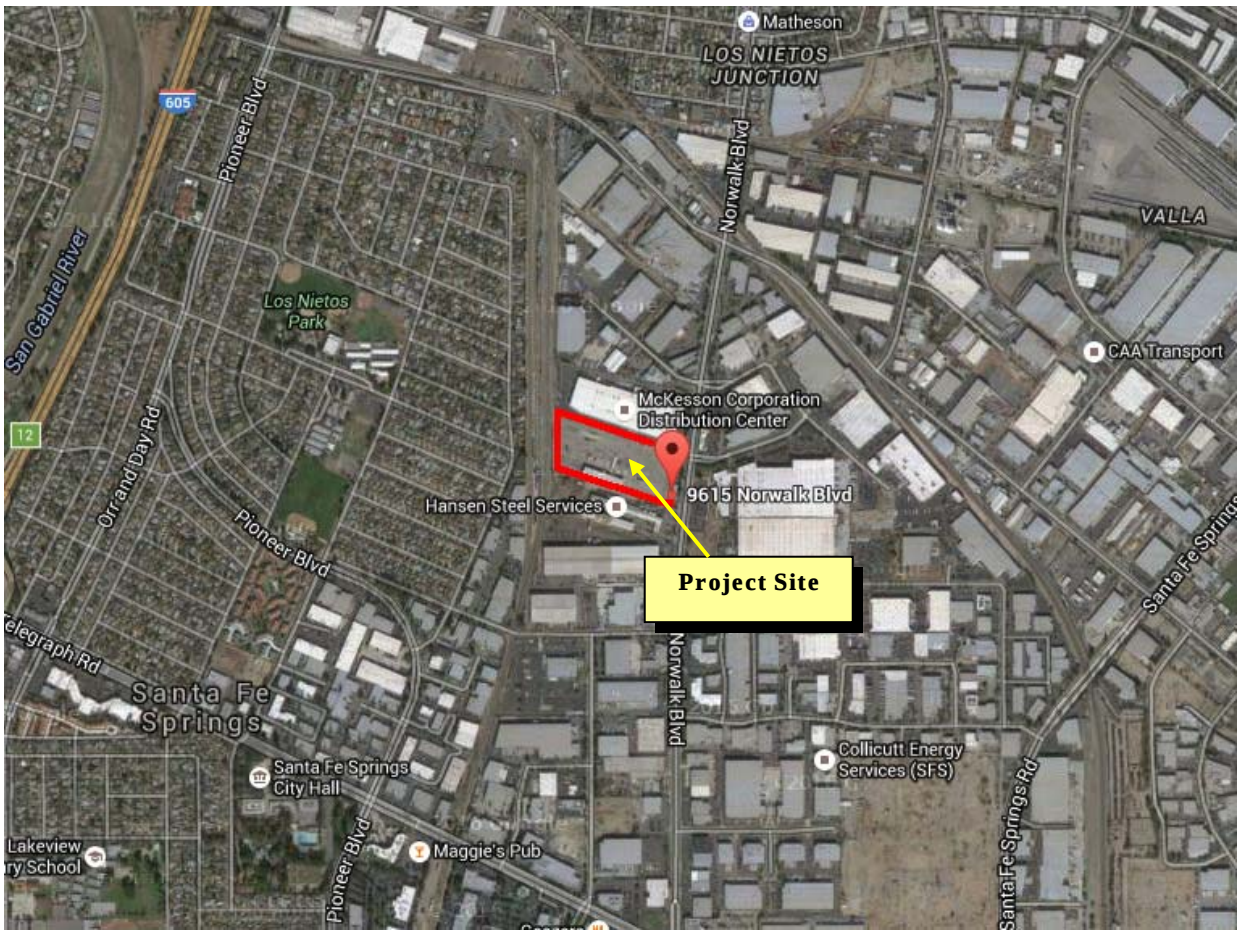


EXHIBIT 3-2
LAND COVER IN PROJECT AREA
SOURCE: GOOGLE EARTH

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 agriculture or forestry resources will occur.

3.2.4 MITIGATION MEASURES

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

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. Ozone 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 and 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};
- 55 pounds per day or 2.43 tons per quarter of $PM_{2.5}$; 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 per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds 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.[28] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[29] 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).[30] 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:[31]

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

[29] Ibid.

[30] Ibid.

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

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

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[32]

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 2016-2040 Regional Transportation Plan (RTP), the City of Santa Fe Springs is projected to add a total of 7,400 new jobs through the year 2040.[33] According to the State of California Employment Development Department, the City's current unemployment rate is 6.0 percent, which means there are 500 residents actively seeking work.[34] A total of 199 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 project construction period is expected to last approximately 14 months (refer to Section 2.4.2) and would include demolition, site preparation, fine grading[35], erection of the new industrial building, and the finishing of the project (e.g. painting, landscaping, paving of parking area). 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.

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

[33] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2040.* April 2016.

[34] State of California Employment Development Department. *Current Month Unemployment Rate and Labor Force Summary.* http://www.labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls. Website accessed May 12, 2016.

[35] *Fine grading* refers to the final step in the grading process. This final step brings the subgrade material to the final shape and compacted form necessary to erect a structure. Due to the existing development currently on the project site, the ground is level and does not require the initial phases of grading.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	4.28	45.65	35.03	0.03	4.97	2.54
Demolition (off-site)	0.27	3.47	3.38	0.01	0.43	0.15
Total Demolition Phase	**4.55**	**49.12**	**38.41**	**0.04**	**5.40**	**2.69**
Site Preparation (on-site)	5.07	54.63	41.10	0.03	21.00	12.63
Site Preparation (off-site)	0.07	0.09	1.17	--	0.20	0.05
Total Site Preparation	**5.14**	**54.72**	**42.27**	**0.03**	**21.20**	**12.68**
Grading (on-site)	3.66	38.44	26.07	0.02	8.70	5.38
Grading (off-site)	0.06	0.07	0.97	--	0.16	0.04
Total Grading	**3.72**	**38.51**	**27.04**	**0.02**	**8.86**	**5.42**
Building Construction (on-site)	3.10	26.40	18.12	0.02	1.78	1.67
Building Construction (off-site)	0.89	4.71	12.74	0.03	1.90	0.56
Total Building Construction	**3.99**	**31.11**	**30.86**	**0.05**	**3.68**	**2.23**
Paving (on-site)	2.20	20.29	14.72	0.02	1.13	1.04
Paving (off-site)	0.05	0.07	0.88	--	0.16	0.04
Total Paving	**2.25**	**20.36**	**15.60**	**0.02**	**1.29**	**1.08**
Architectural Coatings (on-site)	55.17	2.18	1.86	--	0.17	0.17
Architectural Coatings (off-site)	0.10	0.12	1.58	--	0.30	0.08
Total Architectural Coatings	**55.27**	**2.30**	**3.44**	**--**	**0.47**	**0.25**
Maximum Daily Emissions	**55.27**	**54.72**	**42.27**	**0.05**	**21.20**	**12.68**
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 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)	7.59	--	0.05	--	--	--
Energy (lbs/day)	--	0.04	0.04	--	--	--
Mobile (lbs/day)	1.85	6.08	24.13	0.07	4.80	1.34
Total (lbs/day)	**9.45**	**6.13**	**24.22**	**0.07**	**4.80**	**1.35**
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 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. No more than 5.0 acres may be graded on any single construction day.

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 traveling 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 sustainable growth objectives.

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

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.[36] These population groups are generally more sensitive to poor air quality. As indicated previously, the nearest sensitive receptors to the project site are the single family homes, located approximately 850 feet west of the project site.[37] The location 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 that includes grading, site preparation, and building erection will involve the disturbance of less than five acres of land area on any given construction day. 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 200 meters, since the nearest sensitive receptors are located 259 meters (850 feet) west of the project site. 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_x	54.72	Construction	172	165	176	**194**	244
NO_x	6.13	Operations	172	165	176	**194**	244
CO	42.27	Construction	1,480	1,855	2,437	**3,897**	9,312
CO	24.22	Operations	1,480	1,855	2,437	**3,897**	9,312
PM_{10}	4.80	Operations	4	10	16	**23**	49
PM_{10}	21.20	Construction	7	21	39	**74**	182
$PM_{2.5}$	1.35	Operations	2	3	4	**8**	25
$PM_{2.5}$	12.68	Construction	7	10	18	**39**	120

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

[37] Google Earth. Website accessed May 20, 2016.

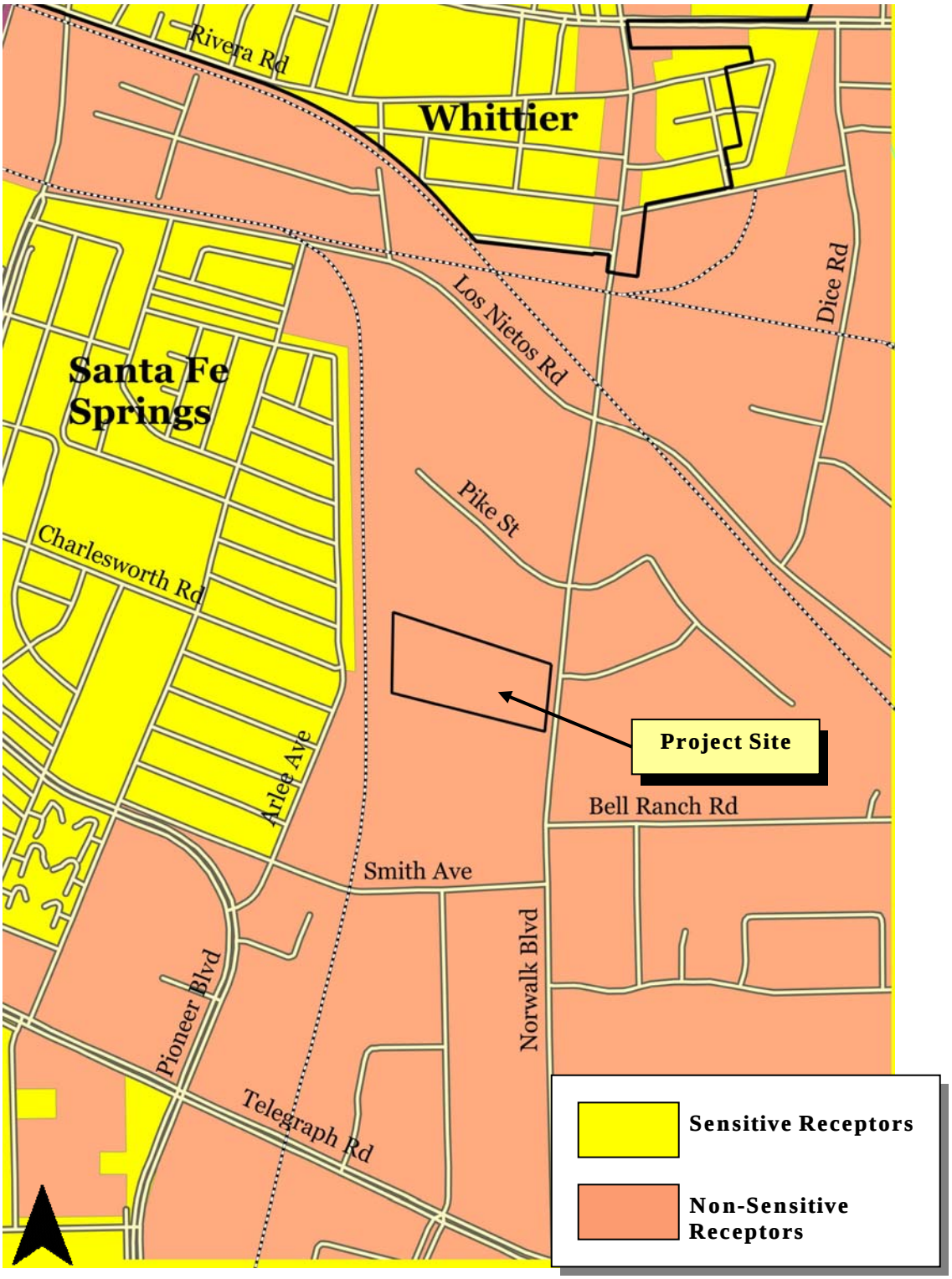


EXHIBIT 3-3
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, therefore, 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 956 daily trips, with 78 trips occurring during the AM peak hour, and 86 trips occurring during the PM peak hour. This additional peak hour traffic will not significantly 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? ● Less Than Significant Impact With Mitigation

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.[38] As designed, the proposed project will likely have general warehousing and distribution uses. Given the nature of the anticipated use, no impacts related to odors are anticipated with the proposed project. The proposed project will not be involved in any of the aforementioned odor-generating uses. In addition, the project site is not located in the vicinity of any odor-generating use. However, the diesel equipment used during the construction period may result in odors in the absence of mitigation. As a result, the following measure is required:

- To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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

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.

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

3.3.4 MITIGATION MEASURES

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 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. No more than 5.0 acres may be graded on any single construction day.

Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

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.*

The project site is currently completely paved over in concrete and occupied by a warehouse building, a two-story office building, and various smaller structures. The site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site is not a suitable environment for any candidate, sensitive or special status species. There are no local or regional plans, policies, or regulations that identify candidate, sensitive or special status species except those identified by the California Department of Fish and Wildlife. 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 seven threatened or endangered species located within

the Whittier Quadrangle (the City of Santa Fe Springs is listed under the Whittier Quadrangle).[39] These species include:

- The *California Gnatcatcher* is not likely to be found on-site due to the existing development and the lack of habitat suitable for the California Gnatcatcher. The absence of coastal sage scrub, the California Gnatcatcher's primary habitat, further diminishes the likelihood of encountering such birds.[40]

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County.[41] As a result, it is not likely that any Least Bell's Vireos will be encountered in the project area due to the lack of riparian habitat in the surrounding area.

- 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.[42] The nearest body of water is located 1.38 miles east of the project site at Coyote Creek.

- The *Bank Swallow* lives in a riparian habitat and nests along rivers or streams. The nearest stream or body of water is located 1.38 miles east of the project site at Coyote Creek; therefore, it is not likely that the Bank Swallow will be found on the project site. Additionally, the current level of development is not an ideal environment for the Bank Swallow.[43]

- The *Willow Flycatcher's* habitat consists of marsh, brushy fields, and willow thickets.[44] These birds are often found near streams and rivers and are not likely to be found on-site due to the lack of marsh and natural hydrologic features.

- The *Western Yellow-Billed Cuckoo* is an insect-eating bird found in riparian woodland habitats. The likelihood of encountering a Western Yellow-Billed Cuckoo is slim due to the level of development present within the City of Santa Fe Springs. Furthermore, the lack of riparian habitat further diminishes the likelihood of encountering populations of Western Yellow-Billed Cuckoos.[45]

- *California Orcutt Grass* is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[46] As indicated previously, the project site is located in the midst of an urban area.

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

[40] Audubon. *California Gnatcatcher (Polioptila californica).* https://www.audubon.org/field-guide/bird/california-gnatcatcher.

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

[42] Blodgett Baylosis Environmental Planning. *Site Survey.* Survey was completed on May 19, 2016.

[43] Audubon. *Bank Swallow (Riparia riparia).* https://www.audubon.org/guia-de-aves/ave/bank-swallow. http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html.

[44] Audubon. *Willow flycatcher (Empidonax traillii).* http://birds.audubon.org/birds/willow-flycatcher.

[45] 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.

[46] County of Los Angeles Department of Public Works. *Listed Species in the County of Los Angeles. http://dpw.lacounty.gov/pdd/bikepath/bikeplan/docs/App_C_Bio.pdf.*

There are no bodies of water located on-site that would be capable of supporting populations of California Orcutt Grass nor does the site have the capacity to form vernal pools during wet seasons. Additionally, the current level of development in the project area is not inducive to the growth 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.

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, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.

The project site is currently completely paved over in concrete and occupied by a warehouse building, a two-story office building, and various smaller structures. The site is industrial in nature and will remain an industrial use upon project completion. Due to the level of development on-site and in the surrounding area, the project site does not offer a suitable habitat to any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community, nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present on-site or in the adjacent properties. The nearest wetland to the project site is a freshwater forested/shrub wetland and is located along the San Gabriel River, 2.8 miles southwest, near the Rio San Gabriel Park in the City of Downey. In addition, there are no designated "blue line streams" located within the project site (refer to Exhibit 3-4).[47] This conclusion is supported by the field survey of the project site and the surrounding area.[48] As a result, no impacts on natural or riparian habitats will result from the proposed project's implementation.

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

The project site is currently paved with concrete and does not contain any natural wetland and/or riparian habitat. The project's implementation will require the removal of buildings, concrete, and asphalt on-site to accommodate the proposed project. The vegetation currently on-site, which will be removed and replaced, consists of species that are typically not found in a wetland environment. The project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat (refer to Exhibit 3-4). The project area is located in the midst of an industrial setting and a result, the proposed project will not impact any protected wetland area or designated blue-line stream.

[47] A blue-line stream is any stream shown as a solid or broken blue line on 7.5 Minute Series quadrangle maps prepared by USGS. Essentially, a blue-line stream is any stream with a significant amount of water-flow for a significant part the year.

[48] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 19, 2016.

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."*[49]

The project site and surrounding areas have been previously disturbed to accommodate the current level of development and retain little to none of the characteristics of the native environment. The site is currently occupied by industrial uses and is not located near a body of water. In addition, the site abuts a highly traveled roadway (Norwalk 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 impacts are anticipated.

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

Title IX (General Regulations) Chapter 96 Codes 130-140 of the City of Santa Fe Springs municipal code serves as the City's "Tree Ordinance." The tree ordinance establishes strict guidelines regarding the removal or tampering of trees located within any public right-of-way (such as streets and alleys). The proposed project will not violate the City's current tree ordinance because there are no trees located within the adjacent alleyways and sidewalks. Since no trees will be removed in a public right-of-way 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 Puente Hills Significant Ecological Area (SEA #15) is the closest protected SEA and is located approximately four miles northeast from the project site.[50] The construction and operation of the proposed project will not affect the Puente Hills SEA because the proposed development will be restricted to the project site. Therefore, no impacts will occur.

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

[50] Google Earth. Website accessed May 16, 2016.

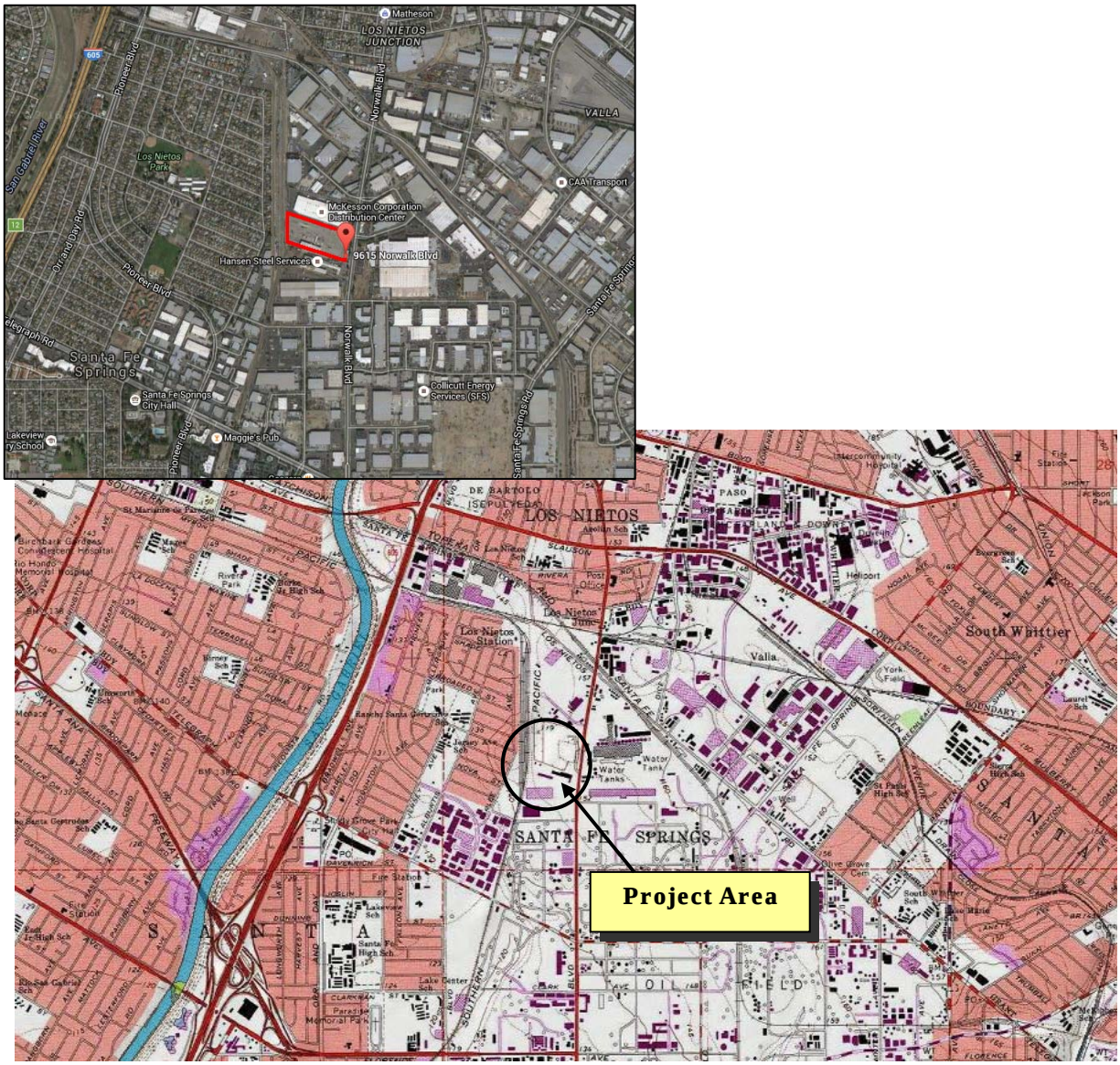


EXHIBIT 3-4
BIOLOGICAL RESOURCES - LAND COVER
SOURCE: UNITED STATES GEOLOGICAL SURVEY AND GOOGLE EARTH

3.4.3 CUMULATIVE IMPACTS

The proposed project will not involve any an incremental loss or degradation of protected habitat. The analysis determined that the proposed project will not result in any impacts on protected plant and animal species. 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 impacts on biological resources. As a result, no mitigation measures are required.

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, including tribal cultural resources, as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, 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, including Native American Sacred Sites.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, 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.[51] 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 the 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,

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

- 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 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.[52]

Two locations in the City 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.[53] A third location, identified as the Paddison Ranch Buildings, is within two miles of the project site and is located at 11951 Imperial Highway, in the City of Norwalk.[54] Other structures and sites of historic significance within the City of Santa Fe Springs are outlined in Table 3-4. The sites and structures listed in Table 3-4 are not located within or adjacent to the project site.

[52] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. http://focus.nps.gov/nrhp. Website accessed May 16, 2016.

[53] Ibid.

[54] Ibid.

Table 3-4
Historic Resources in Santa Fe Springs

Resource Name	Location	Description
Clarke Estate	10211 Pioneer Boulevard	Site is on the National Register of Historic Places.
Hawkins-Nimocks Estate (Ontiveros Adobe)	12100 Telegraph Road	Site is on the National Register of Historic Places.
Hathaway Home	11901 E. Florence Avenue	The Hathaway Ranch Museum is a registered 501(c)3 non-profit corporation dedicated to preserving and presenting the eras of farming, ranching, and oil development in early Fulton Wells/Santa Fe Springs. The centerpiece of the museum is the ranch house that was constructed in 1933.
German Baptist Church Cemetery	Corner of Los Nietos Road and Painter Avenue	Just before the turn of the century, a colony of German Baptists known as Dunkers settled in the area to farm. In 1972, the Dunkers moved to Modesto, leaving behind their church and the neighboring graveyard.
Santa Fe Springs Hotel	2 blocks north of Telegraph Rd. and 2 blocks east Norwalk Blvd.	Site of 1880's hotel.
Four Corners (Fulton Wells)	Norwalk Blvd. and Telegraph Rd.	A Banning Stage Coach stop was located here.

Source: Los Angeles County Historical Directory. Janet I. Atkinson.

Based upon available historical information, it can be concluded that the project site was part of an oil extraction field in the 1920s and 1930s, as a gravel extraction pit during the 1940s, as a disposal site operated by the Los Angeles By-Product Company from approximately 1954 to 1975. The current improvements were constructed in 1979.[55]

Historical aerial photographs were reviewed to determine information on past land use patterns of the project site. These photographs date back to 1928, and were supplied by EDR Aerial Photography. From this search, the following information was gathered:[56]

- *1928:* The project site appears to be occupied by pits and an oil derrick in the southeast portion and utilized as part of an oil extraction field. Railroad tracks traverse the westernmost portion of the site, in a northeast-southwest direction. The north, east, south and west adjoining properties appear to be associated with the same oil extraction field. The east adjoining property is developed with several structures as well as aboveground storage tanks likely associated with oil production and storage activities.

- *1938:* The project site is undeveloped with the exception of the previously identified railroad tracks. The oil extraction appears to have ceased although land disturbance is visible at the

[55] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670.* March 18, 2015.

[56] Ibid.

southeast corner. The north and west adjoining properties appear to be undeveloped. Less oil extraction activities are visible on the south adjoining property. The east adjoining property is similar to the 1928 aerial photograph.

- *1947:* The project site appears to have undergone significant land disturbance. Railroad tracks still transect the westernmost portion of the site. The adjoining property is similar to the 1938 aerial photograph.

- *1953:* The project site appears to have undergone additional land disturbance activities (excavation) that have extended to the north adjoining property. The railroad tracks have been removed. The west adjoining property is developed with a railroad track that extends in a north south direction and the properties further west are residentially developed. The east adjoining property is developed with several structures as well as aboveground storage tanks likely associated with oil extraction activities. The south adjoining property consists of structurally undeveloped land.

- *1963:* The project site and the adjoining properties are similar to their appearance in the 1953 aerial photograph with the exception of what appears to be a light industrial structure on the south adjoining property and additional railroad tracks on the west adjoining property, creating a switching yard.

- *1972:* The project site appears to be vacant land with the pit having been filled. The adjoining properties are similar to their appearance in the 1963 aerial photograph with the exception of the north adjoining property, which appears to be vacant land, and additional structures on the south adjoining property.

- *1977:* The project site appears to be vacant land. The adjoining properties are similar to their appearance in the 1972 aerial photograph.

- *1981:* The project site is developed with the present day warehouse structure along the southern boundary and the present day structures in the central portion of the project site. The remainder of the project site appears to be utilized for materials storage. The eastern portion of the project site is not shown. A rail spur traverses the westernmost portion of the site, in a north-south direction. The adjoining properties are similar to their appearance in the 1977 aerial photograph with the exception of part of the north adjoining property also being utilized for exterior storage. The east adjoining properties are not shown.

- *1989:* The project site is developed with the present day structures and the remainder of the project site appears to be utilized for materials storage. A rail spur traverses the westernmost portion of the site, in a north-south direction. The north adjoining property is developed with the present day industrial structure. The east adjoining property has been redeveloped with the present day commercial and light industrial development. The south and west adjoining properties are similar to their appearance in the 1981 aerial photograph.

- *2012:* The project site and the adjoining properties are similar to their appearance in the historical aerial photographs taken between the years 1989 and 2012.

Currently, the project site is occupied by industrial structures 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.[57] In addition, the project site is not listed on the State Historic Register.[58] As indicated previously, 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).[59] 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 impacts are associated with the proposed project's implementation.

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to §15064.5 of the State CEQA Guidelines?* ● *Less Than Significant Impact With Mitigation.*

The greater Los Angeles Basin was previously inhabited by the Gabrieleño people, named after the San Gabriel Mission.[60] The Gabrieleño tribe has lived in this region for around 7,000 years.[61] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[62] 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.[63] Although the project area has been subject to disturbance to accommodate the existing buildings, the project site is situated in an area of high archaeological significance. In addition, the project will require minor grading. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-

[57] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://focus.nps.gov/nrhp. Website accessed May 16, 2016.

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

[59] National Park Service U.S. Department of the Interior. *National Register of Historic Places, Title List Display*. *http://nrhp.focus.nps.gov/natreghome.do*.

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

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

[62] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/component/k2/item/453-tongva-village-site.

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

document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

In the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of Santa Fe Springs Department of Police Services will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

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

The project site is underlain by a thin veneer of older alluvial fan and stream terrace deposits of the Recent to Pleistocene-aged "Older Alluvium" of the Lakewood Formation. These deposits consist of semi-consolidated, poorly sorted, earthy and clayey gravel, sand, and silt. The Lakewood Formation is then underlain by a several hundred foot section of marine and non-marine gravel, sand, silt, and clay of the Pleistocene San Pedro Formation.[64] According to the State of California Geological Survey, the site's geology is classified as "Alluvium" (Qal). Alluvium soil deposits that are present in a natural and undisturbed condition may contain paleontological resources, though these resources are more typically found in marine terraces and shales. The likelihood of the discovery of paleontological materials is considered to be low due to the previous disturbance that has occurred in the area. Furthermore, paleontological resources will not be disturbed because only fine grading, or minor grading, is required to implement the proposed project. 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, including Native American Sacred Sites? ● No Impact.

Two formal cemeteries are located within two miles of the project site. Paradise Memorial Park is the nearest formal cemetery to the project site and is located approximately 1.30 miles southwest along Florence Avenue. Little Lake Cemetery is the second nearest cemetery to the project site and is located approximately 1.40 miles south of the project site.[65] The proposed project will be restricted to the designated project site and will not affect the aforementioned cemeteries. In addition, the proposed construction is not likely to neither discover nor disturb any on-site burials due to the level of urbanization

[64] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670*. March 18, 2015.

[65] Google Earth. Website accessed May 16, 2016.

present and the amount of disturbance sustained to accommodate the previous development. Furthermore, only fine grading, or light grading, is proposed as part of the project's implementation. Notwithstanding, in the event of an accidental discovery, Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. As a result, the proposed construction activities are not anticipated to impact any interred human remains.

3.5.3 CUMULATIVE IMPACTS

The potential environmental impacts related to cultural resources are site-specific. Furthermore, the analysis herein 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 following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 6 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

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 soils that are 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 of Santa Fe Springs. 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.[66]

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

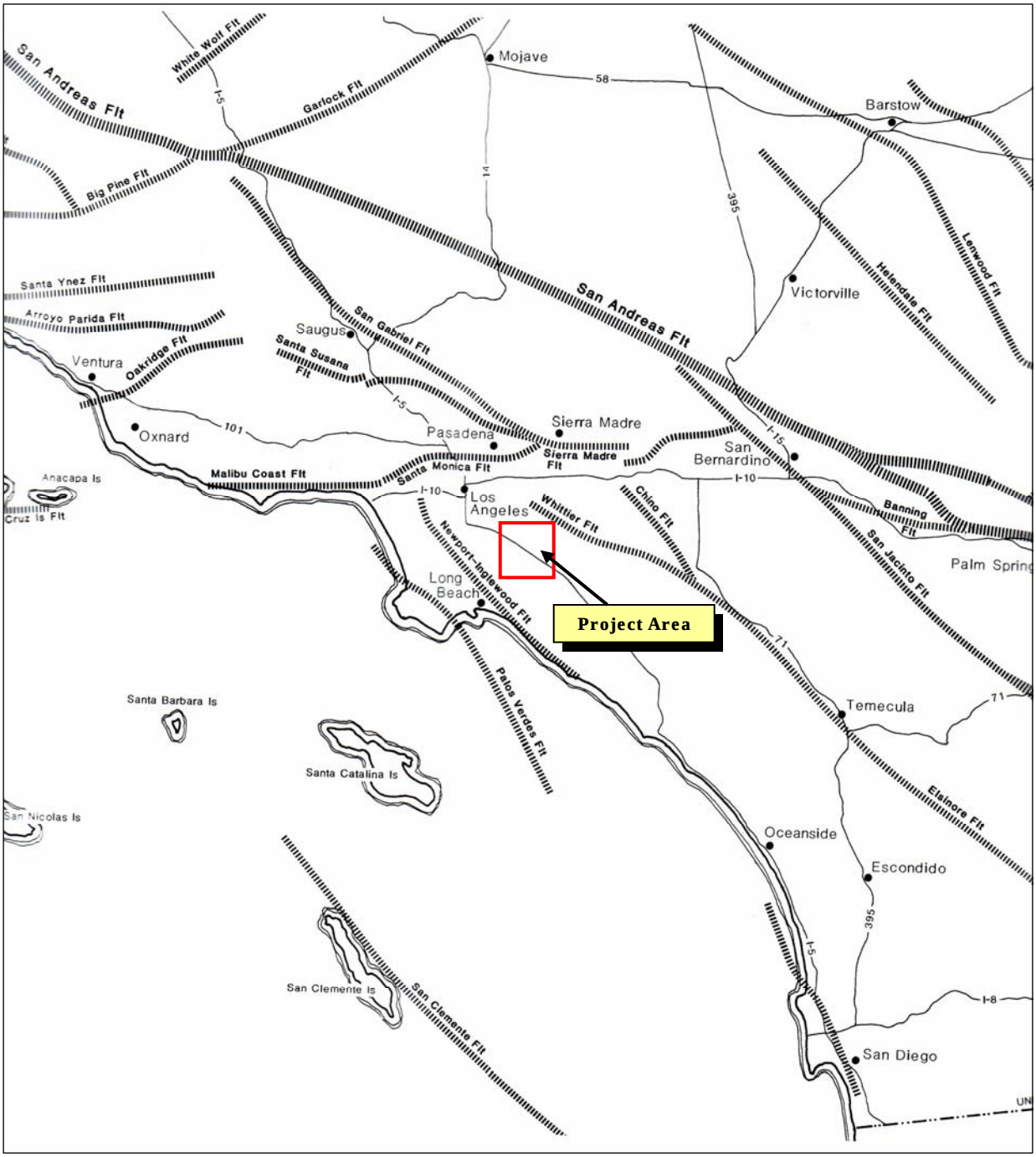


EXHIBIT 3-5
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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.[67] 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.[68] However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault.

The project site is not located in an area that is subject to liquefaction (refer to Exhibit 3-6).[69] 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. 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 ground shaking, 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.[70] Since the Yolo soils have no specific limitations, soil erosion is not a concern. Therefore, no impacts regarding erosion or the loss of topsoil are anticipated to 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? ● No 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.[71] 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.

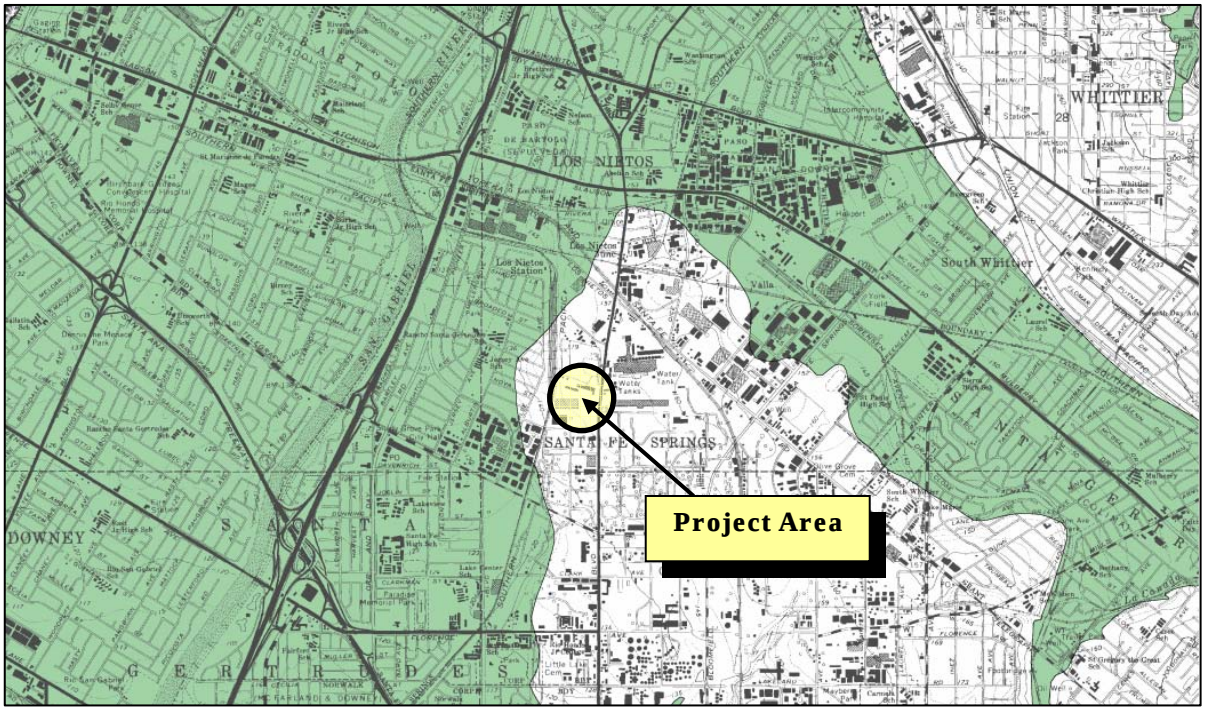
[67] California Department of Conservation. *What is the Alquist-Priolo Act.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[68] 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

[69] California Department of Conservation. *Regulatory Maps.* http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

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

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



MAP EXPLANATION

Zones of Required Investigation:

Liquefaction

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

Earthquake-Induced Landslides

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

EXHIBIT 3-6
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

Lateral spreading is not anticipated to occur because prior development would have compressed the native soils that underlie the project site. 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.[72] 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.

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 Soil Association. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[73] Clay is not present in the composition of Yolo soils.[74] 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 or other alternative wastewater disposal systems. As a result, no impacts associated with the use of septic tanks will occur as a result of the proposed project's implementation.

3.6.3 CUMULATIVE IMPACTS

The potential cumulative impacts related to earth and geology are typically site-specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to ground shaking, liquefaction, landslides, soil erosion, lateral spreading, or subsidence. As a result, no cumulative 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 geology and soils. As a result, no mitigation measures are required.

[72] California Department of Conservation. *Regulatory Maps.* http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps.

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

[74] 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, late freezing and early 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 5,853.60 pounds per day or 2.66 $MTCO_2E$ 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 970.9 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	4,089.28	1.11	--	4,112.63
Construction Phase - Site Preparation	4,065.00	1.22	--	4,090.75
Construction Phase - Grading	3,093.78	0.93	--	3,113.38
Construction Phase - Construction	2,639.80	0.64	--	2,653.44
Construction Phase - Paving	2,281.05	0.69	--	2,295.73
Construction Phase - Coatings	281.44	0.02	--	282.07
Long-term Area Emissions	0.10	--	--	0.11
Long-term Energy Emissions	58.65	--	--	59.01
Long-term Mobile Emissions	5,790.12	0.20	--	5,794.47
Total Long-term Emissions	**5,848.89**	**0.20**	**--**	**5,853.60**

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.

The City of Santa Fe Springs does not presently have an adopted Climate Action Plan. However, the City's General Plan includes a Conservation Element that has an air quality focus. In this section, the following policies related to air quality are identified:

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

The proposed project is an infill development that is consistent with Policy 2.2. 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 is listed in Table 3-5.

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

Attorney General's Recommended Measures	Project Compliance	Percent Reduction
Smart growth, jobs/housing balance, transit-oriented development, and infill development through land use designations, incentives and fees, zoning, and public-private partnerships.	**Compliant.** The proposed project will facilitate new infill development in an urban area.	10%-20%
Create transit, bicycle, and pedestrian connections through planning, funding, development requirements, incentives and regional cooperation; create disincentives for auto use; and implement TDM measures.	**Compliant.** The proposed project will retain the existing sidewalks and parkway landscaping. 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 pertinent 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.

The proposed project will not involve or require any variance from the aforementioned policies. Furthermore, the proposed project will not involve or require any other variance from the adopted plan, policy, or regulation governing GHG emissions. There will also 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 State

sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[75] As a result, the impacts related to a potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are less than significant.

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 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.

[75] Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Focusing growth toward infill areas takes development pressure off conservation lands and working lands; it increases transit rider-ship and reduces vehicle trips; it requires less per capita energy and water use than less space-efficient development; it improves public health by promoting active transportation and active lifestyles; and it provides a more equitable mix of housing choices, among other benefits. Thus, the SGC has been investigating actions that can be taken to improve the ability of local governments and private developers to successfully plan and build good infill projects.

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 fires, 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.

Due to the nature of the proposed project, no hazardous materials will be used on-site beyond those which are used for routine cleaning and maintenance. 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. 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 With Mitigation.

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

An initial Phase I Environmental Site Assessment (ESA) was prepared on March 18, 2015 for the project site by ADR Environmental Group, Inc.[76] The Phase I ESA evaluated *recognized environmental conditions*, *historical recognized environmental conditions, controlled recognized environmental conditions*, non-scope ASTM environmental concerns, environmental concerns not considered *recognized environmental conditions*, and *de minimis conditions*. According to the American Society for Testing and Materials (ASTM), a recognized environmental condition (REC) is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A *historical recognized environmental condition* (HREC) is a REC that involves the past release of any hazardous substances that has occurred in connection with the project site and has been addressed to the satisfaction of the applicable regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). A *controlled recognized environmental condition* (CREC) is a REC that involves a past release of hazardous substances or petroleum products and has been addressed to the satisfaction of the applicable regulatory authority and is subject to required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). Non-scope ASTM environmental concerns are potential environmental issues excluded from the standard scope of a Phase I ESA and may cover topics such as environmental compliance, indoor air quality related to formaldehyde or radon, drinking water quality, asbestos-containing materials (ACM), lead-based paint (LBP), and mold. Conditions determined to be *de minimis* do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.[77]

The Phase I assessment did not reveal evidence of any RECs or CRECs in connection with the project site; however, evidence was revealed of two HRECs in connection with the project site. The first HREC involves the project's site former utilization as a landfill. The Los Angeles By-Products Company Landfill was

[76] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670*. March 18, 2015.

[77] Based on the standards set by the American Society for Testing and Materials (ASTM) Standard Practice E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.*

formerly located on the project site and was in operation from 1954 to 1975. Both Class II decomposable materials and Class III non-decomposable materials were formerly deposited at the site throughout it's time in operation. In June 1991 the Regional Water Quality Control Board, Los Angeles Region (RWQCB) reviewed a SWAT (Solid Waste Assessment Test) report for the former LA By-Products Landfill. The RWQCB presented a summary of groundwater laboratory results. Tetrachloroethene (PCE) was discovered in these wells at concentrations immediately above the California Maximum Contaminant Levels (MCLs). The RWQCB concluded that the contaminants were part of a regional contamination problem and that the landfill did not appear to be leaking hazardous wastes. ADR Environmental Group concluded that no additional investigation appears warranted for this HREC.[78]

A second HREC involves the former operation of a gasoline underground storage tank and diesel underground storage tank that were installed at the project site in 1979. In June 1992, the two underground storage tanks (USTs) were removed from the project site by Western Environmental Engineers Co. Following removal, confirmation samples were collected beneath the USTs and the dispenser island. Soil samples were analyzed for total petroleum hydrocarbons (TPH) and benzene, toluene, ethylbenzene, and xylenes (BTEX). With the exception of low concentrations of xylenes detected in one sample collected beneath the gasoline UST, laboratory reports indicated no detectable concentrations of total petroleum hydrocarbons (TPH) and benzene, toluene, ethylbenzene, and xylenes (BTEX). Based on this information, the Los Angeles County Department of Public Works declared this case closed. ADR concluded that no additional investigation appears warranted for this HREC.[79]

The Phase I assessment revealed two *non ASTM* scope environmental concerns in connection with the project site. Based on the age of the buildings on the project site, potential asbestos containing materials (ACMs) and lead-based paint (LBP) may be present. During ADR's site inspections, suspect asbestos-containing materials (ACMs) were identified in a project site structure including, but not limited to: gypsum drywall, tape joint compound, suspended ceiling tile, floor tile and roofing materials. Although significant damage to the suspect materials was not observed during the site inspection, pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to demolition. In addition, an *Asbestos Operations and Maintenance Program* was recommended by ADR to be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors. Based upon the age of the buildings observed on the subject Property, it is possible that painted building surfaces contain LBP. No peeling, chipping, flaking or other failure or damage to materials possibly containing LBP was observed during the site inspection. ADR recommended a full asbestos and lead paint survey be completed by a qualified professional prior to demolition of the structures.[80]

Lastly, five environmental concerns not considered RECs were identified in the Phase I ESA. The first environmental concern not considered a REC involves the project site's long-standing utilization for industrial uses. Based on historical information, the project site was used for industrial purposes since 1979. Industrial operations typically utilize and store hazardous materials (i.e. petroleum products and

[78] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670*. March 18, 2015.

[79] Ibid.

[80] Ibid.

solvents) on-site and typically generate hazardous waste. During the site inspection, significant staining was observed throughout the site. Based on a subsurface investigation conducted by Ardent Environmental Group, Inc., little to no VOCs, relatively low concentrations of petroleum hydrocarbons, and some elevated concentrations of metals were detected. Some metals, namely, antimony, arsenic, lead, cadmium, and cobalt, have exceeded the Federal EPA Region 9 Regional Screening Levels for commercial/industrial land uses (RSL) and/or the State Cal-EPA California Human Health Screening Levels (CHHSLs) for commercial/industrial land uses. Although these materials have exceeded health based criteria, due to the type of materials (i.e., non-volatile inorganic materials), lack of exposure route, and depth of the materials, these materials would not be considered a possible human health risk and have not likely had an adverse effect on groundwater beneath the site. ADR concurred with Ardent's conclusions and that no additional investigation appears warranted at this time.[81]

A second environmental concern not considered a REC involves the installation of three groundwater monitoring wells at the project site as part of an assessment of the effects the landfill material have had on groundwater. ADR obtained no records that these wells were destroyed, although only one well was observed during the site inspection. ADR recommended the groundwater monitoring wells be destroyed according to applicable regulations because out-of-service groundwater monitoring wells can be a pathway to groundwater for contaminants.[82]

The third environmental concern not considered a REC involves the railroad spur that traverses the western portion of the project site. This spur has been present since at least the year 1981. ADR did not identify evidence of staining or hazardous materials in the former siding at the time of the site inspection. Railroad spurs represent an environmental concern due to chemicals associated with train operations, railroad ties, spills or releases from rolling stock, and the use of pesticides and/or herbicides. However, while the concern exists, the impact is typically localized. Therefore, while no response action appears warranted at this time, prior to any redevelopment activities related to the spur area, ADR recommends measures protective of potential construction workers be established. The measures should also address procedures to be followed during the removal, sampling, and proper off-site disposal of any impacted material from the project site.[83]

According to the Phase I environmental assessment prepared for the project site, a fourth environmental concern not considered a REC involves three oil extractions wells that were operated on the project site in the 1920s and early 1930s. The wells were abandoned in 1924, 1931 and 1936. The wells were buried within the landfill area and are inaccessible. Multiple agencies and consultants have concluded that soil gas is likely not emanating from the buried oil and gas wells. Therefore, it is highly unlikely that agencies of jurisdiction would require re-abandonment of the wells unless landfill remediation revealed the wells by excavation. Only fine grading, or light grading, will be required as part of the project's implementation and therefore will not require a level of excavation that may possibly reveal the oil extraction wells.[84] The City of Santa Fe Springs (the Fire Department) may require reabandonment of these wells. The Fire

[81] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670*. March 18, 2015.

[82] Ibid.

[83] Ibid.

[84] Ibid.

Department will also work with the California Department of Gas and Geothermal Resources (DOGGR) as part of any future re-abandonment.

A final environmental concern not considered a REC involves regional groundwater contamination. The Omega Chemical Corporation facility was formerly located approximately two miles northeast of the project site at 12504 and 12512 East Whittier Boulevard in the City of Whittier. Omega Chemical Corporation was a refrigerant and solvent recycling, reformulation and treatment facility that operated from approximately 1976 to 1991. As a result of the operations and spills and leaks of various chemicals, the soil and groundwater beneath the former Omega site became contaminated with high concentrations of tetrachloroethylene (PCE), trichloroethylene (TCE), Freons 11 and 113 and other contaminants. Subsurface soil and groundwater at the Omega Site contain a variety of volatile organic compounds (VOCs), including PCE, TCE and Freon. Vapor intrusion is the process by which contaminant vapors (including VOCs) in the soil and/or groundwater migrate through subsurface soils and enter overlying buildings. Contaminated groundwater extends four and one-half miles southwest of the former Omega facility. In January 1999, EPA placed the Omega Chemical Corporation Superfund Site on its National Priorities List. The proposed project site is located within the boundaries of this Superfund site. Review of 2011 sampling records indicated regional groundwater contamination is present beneath the project site. However, depth to groundwater in the vicinity of the project site is over 65 feet below ground surface (bgs). A vapor encroachment condition unlikely exists as the depth to groundwater beneath the site in excess of 60 feet. Due to the depth of the contamination and the lack of excavation proposed as part of the project's implementation, the VOC contamination plumes do not present an environmental impact and ADR recommends no further investigation. Finally, no *de minimis conditions* were identified in the Phase I ESA.

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 identified as being a problem at the project location. As previously mentioned, the proposed project is located over the Los Angeles By-Products *methane zone.* Laboratory results indicated only low concentrations of methane ranging from 15 to 1,400 parts per million per volume (ppmv), well below the regulatory criteria of 25% of the Lower Explosive Level (12,500 ppmv). Similar concentrations were discovered by others during previous investigations. Although these concentrations are considered low, the City of Santa Fe Springs will require additional investigations prior to redevelopment. If these investigations show similar results as the soil gas surveys, the City of Santa Fe Springs would likely require some engineering building controls such as a protective vapor barrier beneath building pads, vapor ventilation within proposed buildings, and/or a continuous vapor monitoring system.[85] As a result of the project site conditions, the following mitigation is required:

- Groundwater monitoring wells shall be removed according to applicable regulations.

- The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain

[85]ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670.* March 18, 2015.

asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

- A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

Additionally, the proposed project's implementation will involve the demolition of the existing structures within the property to accommodate the construction of the industrial building and the proposed surface parking lot. During these activities, lead and/or asbestos-containing materials may be encountered. As a result, the following mitigation is required.

- The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The aforementioned mitigation will reduce the potential impact to levels that are considered to be 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 mile from the project site. The nearest schools to the project site include Rancho Santa Gertrudes Elementary School, located approximately 0.4 miles west of the project site along Charlesworth Road, and Jersey Avenue Elementary School, located approximately 0.4 miles west of the project site, neighboring Rancho Santa Gertrudes Elementary School to the south.[86] As a result, no impacts to schools located within one-quarter mile of the project site are anticipated.

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

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a

[86] Google Earth. Website accessed May 16, 2016.

reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A search of the Envirostor Hazardous Waste and Substances Site "Cortese" List database identified four Cortese sites within the City and includes 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).[87] It is unlikely that these sites represent an environmental concern to the project site due to their distance from the project site (greater than 300 feet), regulatory status (case closed), and/or estimated cross or down gradient location with respect to groundwater flow.[88] Furthermore, proposed project demolition and construction activities will be restricted to the designated project site and will not affect any of the aforementioned sites. As a result, no impacts will occur upon the implementation of the proposed project.

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 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 airport or public use airport. Fullerton Airport is located approximately 7.75 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 10.75 miles south of the project site. The Long Beach Airport is located approximately 10 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20.5 miles to the west.[89] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. In addition, the proposed project will not penetrate the designated slopes for any of the aforementioned airports. Essentially, the proposed project will not introduce a building that will interfere with the approach and take-off of airplanes utilizing any of the aforementioned airports and will not risk the safety of the people working in the project area. As a result, no impacts are anticipated.

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

The project site is not located within two miles of a private airstrip.[90] As a result, the proposed project will not present a safety hazard for people working in the project area due to proximity to a private airstrip.

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[87] California Department of Toxic Substances Control Envirostor. *Hazardous Waste and Substances Site List*. http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST.

[88] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670*. March 18, 2015.

[89] Google Earth. Website accessed May 16, 2016.

[90] Toll-Free Airline. *Los Angeles County Public and Private Airports, California*. http://www.tollfreeairline.com/california/losangeles.htm.

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

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

The project 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 determined that the implementation of the proposed project would not result in any significant adverse impacts related to hazards and/or hazardous materials with the appropriate mitigation measures. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

The following mitigation is required to ensure that potential impacts are mitigated to impacts that are less than significant:

Mitigation Measure No. 7 (Hazards & Hazardous Materials Impacts). Groundwater monitoring wells shall be removed according to applicable regulations.

Mitigation Measure No. 8 (Hazards & Hazardous Materials Impacts). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 9 (Hazards & Hazardous Materials Impacts). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

Mitigation Measure No. 10 (Hazards & Hazardous Materials Impacts). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

3.9 HYDROLOGY AND WATER QUALITY

3.9.1 THRESHOLDS OF SIGNIFICANCE

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

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned stormwater 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,
- 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 project site is currently completely paved over in concrete and occupied by a warehouse building, a two-story office building, and various smaller structures. Upon implementation of the proposed project,

the site will remain as an industrial use. According to the site plan, the proposed project will include 32,008 square feet of landscaping, resulting in 7.16% coverage of the project site in pervious surfaces. In the absence of mitigation, a significant amount of impervious surfaces (i.e. buildings, internal driveways, parking areas, etc.) may result in debris, leaves, soils, oil/grease, and other pollutants.[91]

The proposed project would be required to implement stormwater 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 Applicant to implement over the life of the project. In addition, the following mitigation is required as part of this project to ensure that potential water quality impacts are mitigated:

- Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

- The Applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. The Applicant shall register their SWPPP with the State of California. A copy of the current SWPPP shall be kept at the project site and be available for review on request.

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

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

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells. The search yielded no results.[92] In addition, the proposed project will be connected to the City's utility lines and will not deplete groundwater supplies. Since there are no underground wells on-site that would be impacted by the proposed development, no impacts will occur.

[91] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 19, 2016.

[92] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Site accessed May 16, 2016.

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.[93] In addition, no natural drainage or riparian areas remain within the project site due to the past development. As a result, no impacts are anticipated.

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

As indicated previously, 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 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 project site is currently completely paved over in concrete and occupied by a warehouse building, a two-story office building, and various smaller structures. Upon implementation of the proposed project, the site will remain over 90% covered in impervious surfaces, as discussed in Section 3.9.2.A. 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.[94] 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 impacts are anticipated.

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

[94] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 19, 2016.

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 City of Santa Fe Springs Natural Hazards Mitigation Plan, "The 100-year flooding event is a flood having a one percent chance of being equaled or exceeded in magnitude in any given year. Contrary to popular belief, it is not a flood occurring once every 100 years. The 100-year floodplain is the area adjoining a river, stream, or watercourse covered by water in the event of a 100-year flood." According to the Los Angeles County Department of Public Works map provided in Exhibit 3-7 and the City's Natural Hazards Mitigation Plan map provided in Exhibit 3-8, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA).[95] 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. 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.[96] According to the Los Angeles County Department of Public Works map provided in Exhibit 3-7 and the City's Natural Hazards Mitigation Plan map provided in Exhibit 3-8, the project site is not located within a designated 100-year flood hazard area, as defined by the Federal Emergency Management Agency (FEMA). 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? ● Less Than Significant Impact.

The Santa Fe Springs General Plan and the City's Natural Hazards 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. The City of Santa Fe Springs Multi-Hazard Functional Plan states there is a low risk that the City will experience flooding due to dam failure. Nevertheless, 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. According to the City's Natural Hazards Mitigation Plan, the project site is located within the dam

[95] Federal Emergency Management Agency. *Flood Zones.* http://www.fema.gov/flood-zones.

[96] Ibid.

inundation risk area, but the risk of dam failure is low.[97] Furthermore, according to the FEMA flood map in Exhibit 3-7, the project site is outside of the flood area. As a result, the impacts related to flooding are less than significant.

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 approximately 21.56 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[98] Lastly, the proposed project will not result in any mudslides since the project site is generally level. As a result, no impacts are expected.

3.9.3 CUMULATIVE IMPACTS

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

3.9.4 MITIGATION MEASURES

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

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

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

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

[98] Google Earth. Website accessed May 25, 2016.



EXHIBIT 3-7
FEMA FLOOD MAP
SOURCE: LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

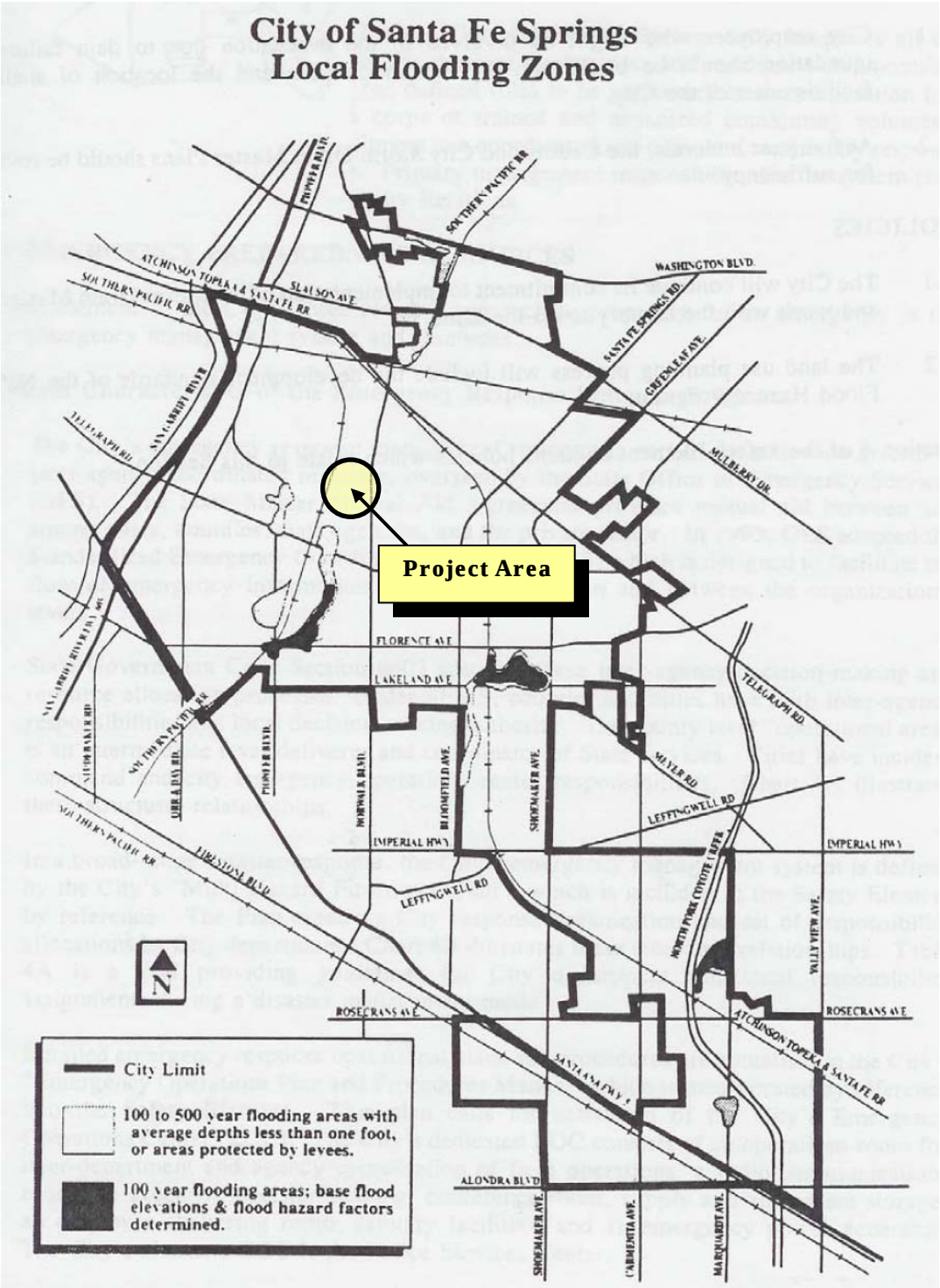


EXHIBIT 3-8
FLOODPLAINS IN THE CITY OF SANTA FE SPRINGS
SOURCE: SANTA FE SPRINGS NATURAL HAZARDS MITIGATION PLAN

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

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

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 single family residential neighborhood located 850 feet west of the project site. In addition, the proposed project will not result in an incompatible land use because the project site's zoning designation is *Heavy Manufacturing* (M-2) (refer to Exhibit 3-9 for the zoning map) and its General Plan land use designation is Industrial (refer to Exhibit 3-10 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.[99] In addition, the project site is located approximately 21.56 miles inland from the Pacific Ocean and is not subject to a local coastal program.[100] As a result, no impacts will occur.

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

[100] Google Earth. Website accessed May 25, 2016.

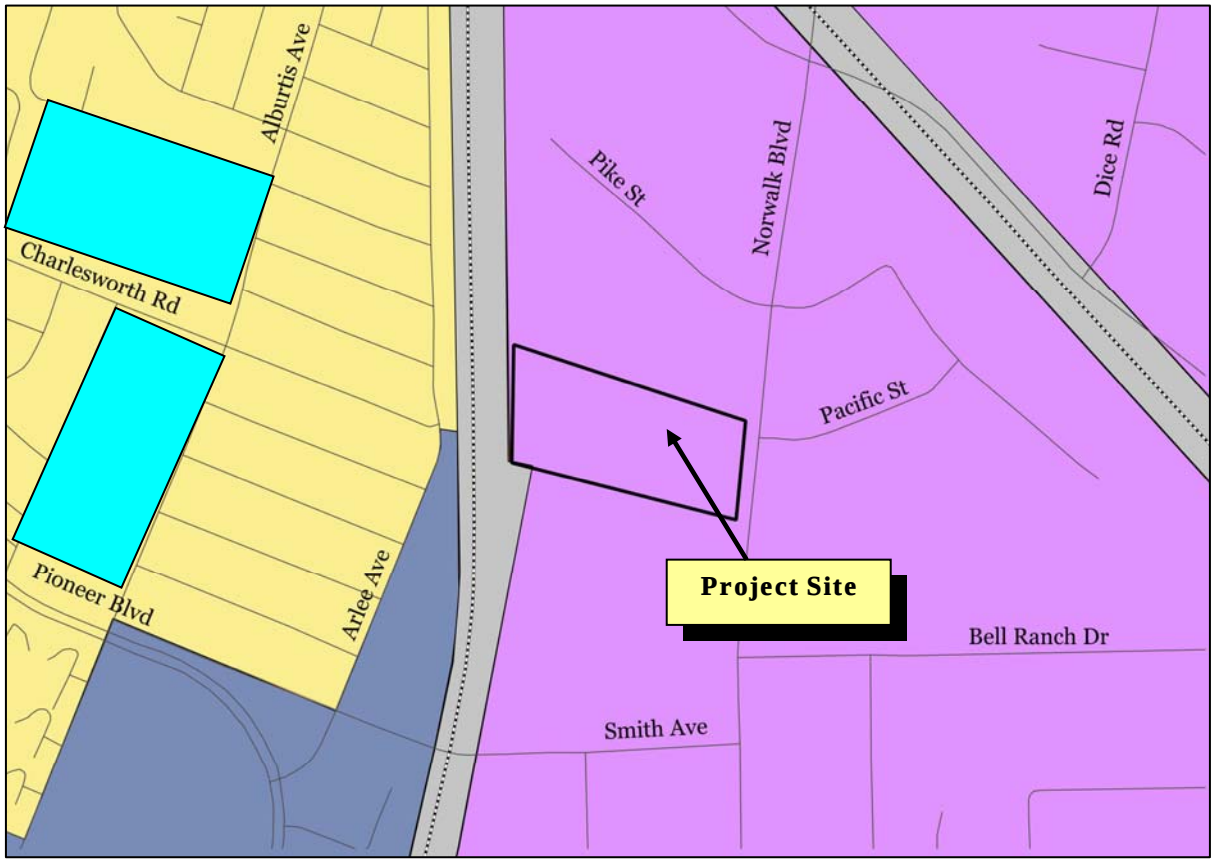


EXHIBIT 3-9
ZONING MAP
SOURCE: CITY OF SANTA FE SPRINGS

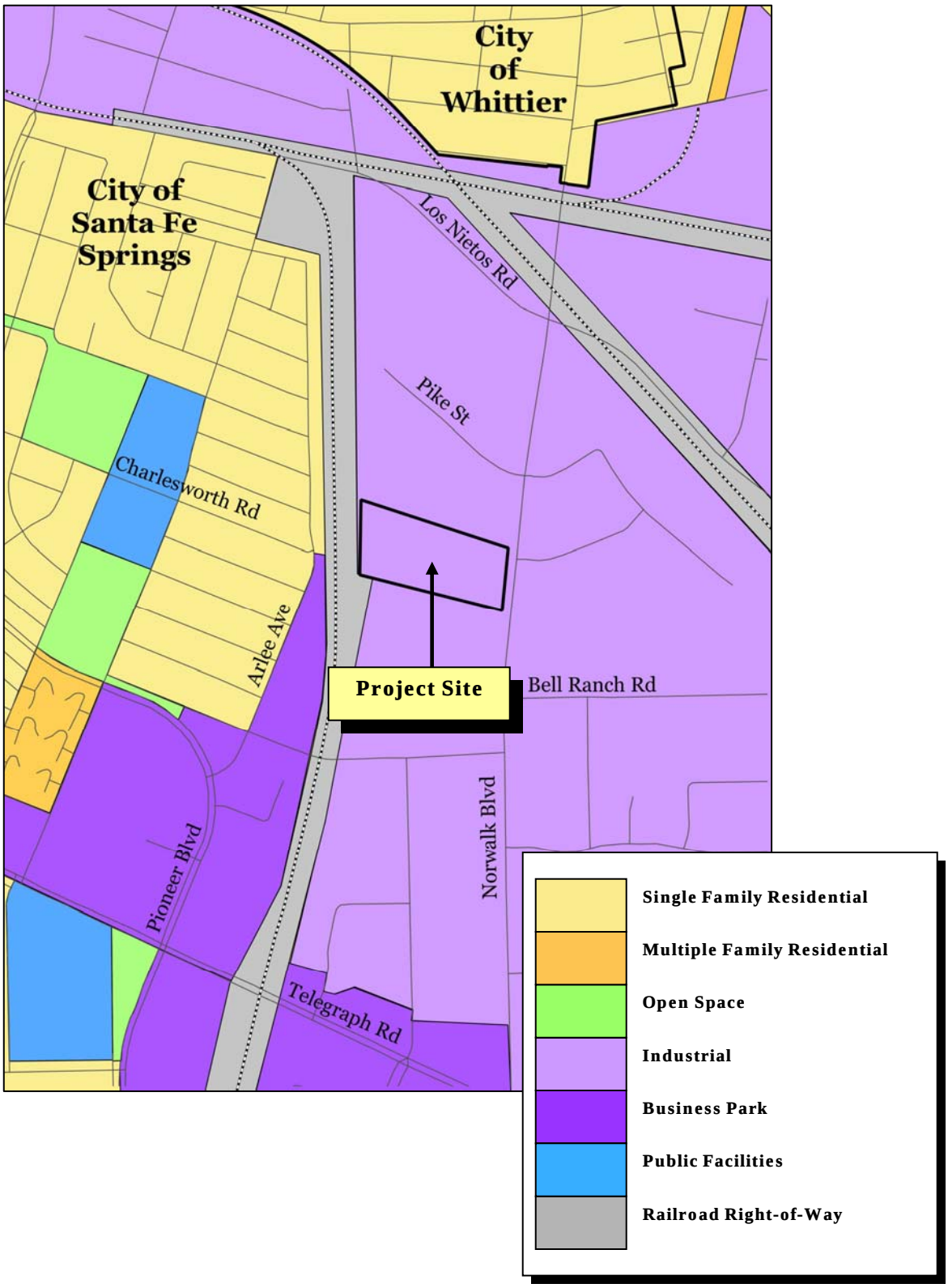


EXHIBIT 3-10
GENERAL PLAN MAP
SOURCE: CITY OF SANTA FE SPRINGS

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 Puente Hills Significant Ecological Area (SEA #15) is the closest protected area and is located approximately four miles northeast of the project site.[101] The construction and operation of the proposed project will be restricted to the project site and will not affect the Puente Hills SEA. Therefore, no impacts will result.

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 impacts. As a result, no cumulative land use impacts will occur as part of the proposed project's implementation.

3.10.4 MITIGATION MEASURES

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

[101] Los Angeles County Department of Regional Planning. *SEA Program*. http://planning.lacounty.gov/sea.

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.

As previously mentioned in Section 3.8.2.B, three oil extraction wells were operated in the 1920s and early 1930s.[102] The presence of the three oil wells was confirmed on the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder.[103] The wells were abandoned in 1924, 1931, and 1936. The wells were buried within the landfill area and are inaccessible. Multiple agencies and consultants have concluded that soil gas is likely not emanating from the buried oil and gas wells.[104] Additionally, the project area is not 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.

As mentioned earlier, three oil extraction wells were operated in the 1920s and early 1930s. The presence of the three oil wells was confirmed on the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder. The wells were abandoned in 1924, 1931, and 1936. The wells were buried within the landfill area and are inaccessible. Multiple agencies and consultants have concluded that soil gas is likely not emanating from the buried oil and gas wells. Additionally, the project area is not an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

[102] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670.* March 18, 2015.

[103] California Department of Conservation. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed May 25, 2016.

[104] ADR Environmental Group, Inc. *Phase I Environmental Site Assessment for Industrial Property, 9615 Norwalk Boulevard, Santa Fe Springs, California 90670.* March 18, 2015.

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 impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.12 NOISE

3.12.1 THRESHOLDS OF SIGNIFICANCE

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

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

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities.[105] Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-11. The implementation of the proposed project will not expose future employees to excessive noise because the anticipated use based on the design of the proposed development will not be a noise sensitive receptor. In addition, the future tenant will be located in a Heavy Manufacturing (M-2) zone and will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs. As a result, the potential impacts will be less than significant.

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

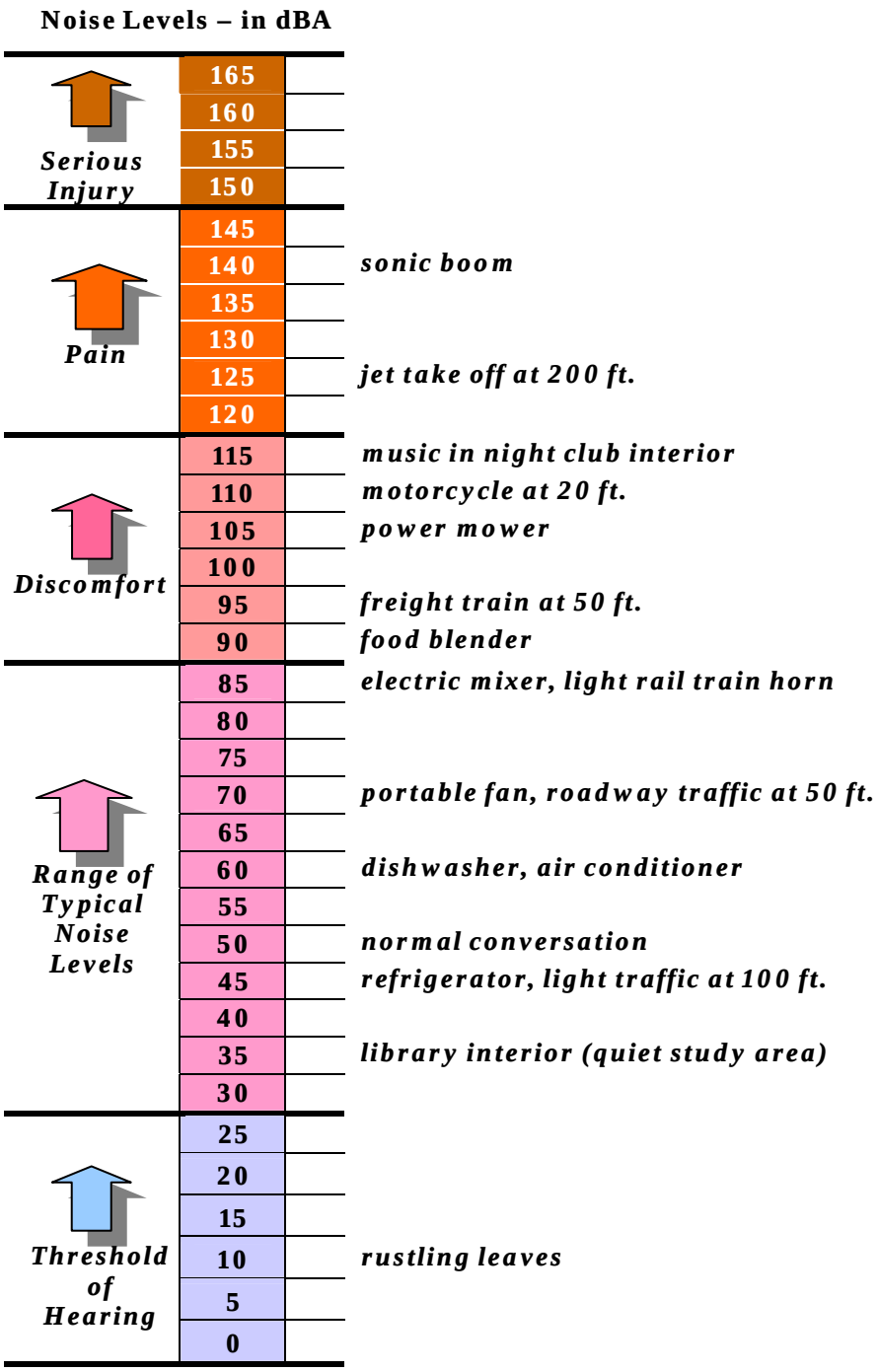


EXHIBIT 3-11
TYPICAL NOISE SOURCES AND LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

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

The nearest land uses that may potentially be impacted from ground-borne vibration and noise (primarily from the use of heavy construction equipment) are the single-family residential units along Arlee Avenue, 850 feet west of the project site. As noted in Subsection 3.12.2.D, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. The construction noise levels will decline as one moves away from the noise source. This effect is known as *spreading loss*. In general, the noise level adjustment that takes the spreading loss into account calls for a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Therefore, the ground-borne noise levels will be less than significant.

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

The proposed project's traffic generation will lead to an increase in the ambient traffic noise levels along Norwalk Boulevard, though the anticipated increase will not be significant enough to result in a perceptible increase in the ambient noise levels along Norwalk Boulevard. It typically requires a doubling in traffic volumes to register an increase in noise levels that are perceptible to persons with normal hearing. Norwalk Boulevard's average daily traffic volumes are 30,000 average daily trips (ADT). The proposed project will result in 714 ADT which represents an increase of 0.238%. 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.

Noise levels associated with various types of construction equipment are summarized in Exhibit 3-12. The noise levels are those that would be expected at a distance of 50 feet from the noise source. Composite construction noise is best characterized in a study prepared by Bolt, Beranek, and Newman. In the study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity. In later phases during building erection, noise levels are typically reduced from these values and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA value was used as an average noise level for the construction activities at 50 feet from the noise sources.

As indicated previously, the nearest noise sensitive receptors are the single family homes located approximately 850 feet west of the project site. In addition, the uses that surround the project site are industrial and are not considered to be noise sensitive receptors. As a result, the impacts are anticipated to be less than significant.

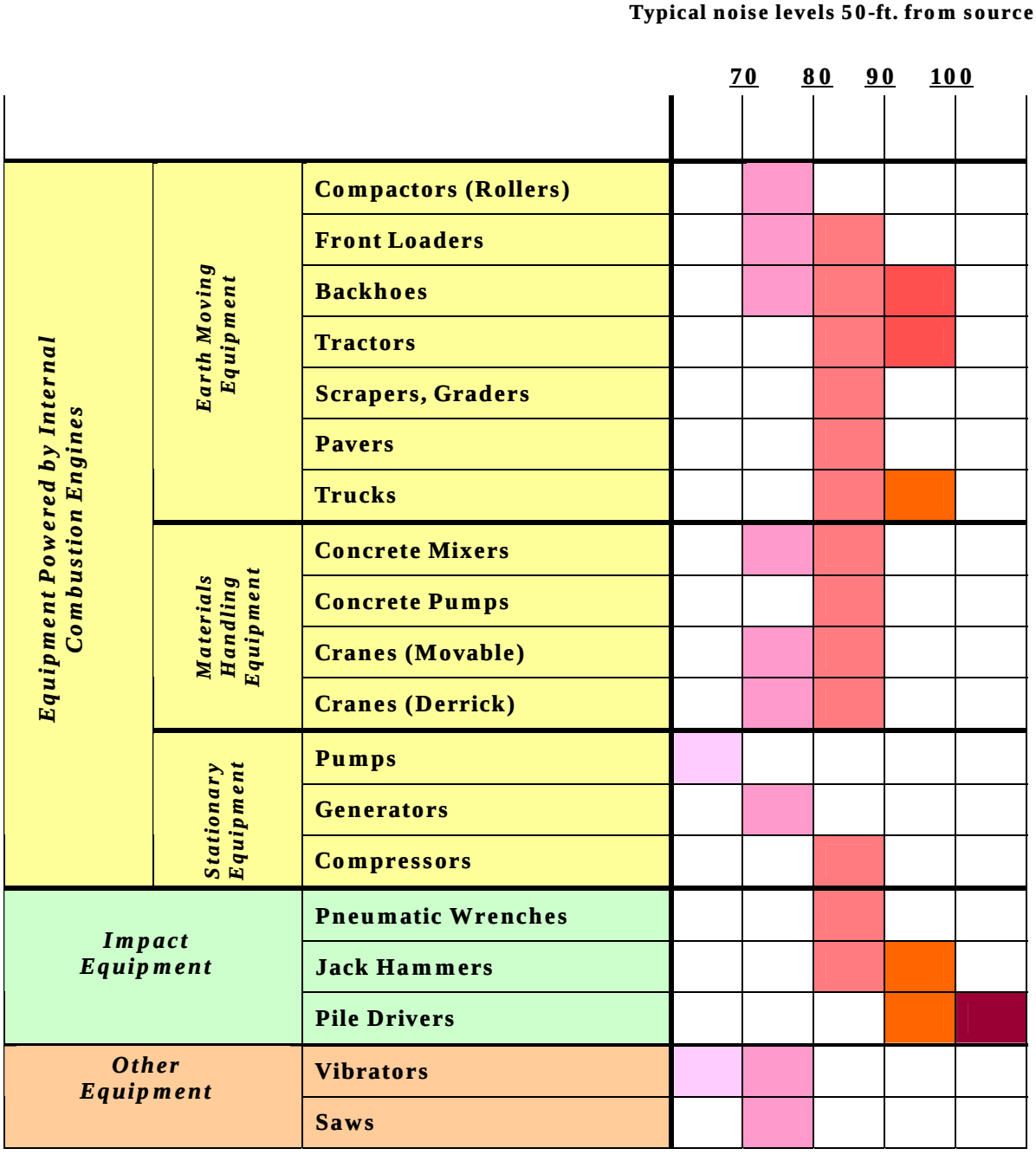


EXHIBIT 3-12
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

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 airport or public use airport. Fullerton Airport is located approximately 7.75 miles to the southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 10.75 miles south of the project site. The Long Beach Airport is located approximately 10 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 20.5 miles to the west.[106] The proposed project is not located within the Runway Protection Zones (RPZ) of any of the aforementioned airports. As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

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? ● No Impact.

The project site is not located within two miles of a private airstrip.[107] As a result, the project will not expose people working in the project area to excessive noise levels and no impacts will occur.

3.12.3 CUMULATIVE IMPACTS

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

3.12.4 MITIGATION MEASURES

The analysis identified a lack of noise sensitive receptors within the vicinity of the project site. Therefore, no mitigation measures were provided.

[106] Google Earth. Website accessed May 16, 2016.

[107] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

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 3-6.

Table 3-6
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 develop a currently utilized 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.	No affordable housing will be affected by the proposed project.
Additional population growth leading to increased demand for services.	The proposed project will provide long-term growth in employment.	Long-term employment will be provided by the proposed development.
Short-term growth inducing impacts related to the project's construction.	The proposed project may result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-6, 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 occupied by industrial uses and upon project implementation, the project site will retain its industrial nature. In addition, the site is zoned M-2 for *Heavy Manufacturing* 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 impacts related to housing displacement will result.

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

As indicated previously, the project site is currently occupied by industrial uses and upon project implementation, the project site will retain its industrial nature and no housing units will be affected. As a result, no displacement of residents will result. Thus, no impacts related to population displacement will result from the proposed project's implementation.

3.13.3 CUMULATIVE IMPACTS

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

3.13.4 MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation and no mitigation measures are required.

3.14 PUBLIC SERVICES

3.14.1 THRESHOLDS OF SIGNIFICANCE

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

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

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

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

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

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of Santa Fe Springs Fire Department provides fire prevention and emergency medical services within the City. The 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. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

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

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

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

The City of Santa Fe Springs Department of Police Services (DPS) is responsible for management of all law enforcement services within the City. The DPS is staffed by both city personnel and officers from the City of Whittier Police Department (WPD) that provide contract law enforcement services to Santa Fe Springs. The 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.[108] Access to the project site's truck parking area will be controlled by two gates. Once operational, the proposed project is not anticipated to be an attractor for crime due to the lack of unsecure vacant space. To ensure the proposed industrial project elements adhere to the City's security requirements, the following mitigation will be required:

- The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to the Department requirements, including, but not limited to, photometric plan review.

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

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

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

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

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

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

3.14.3 CUMULATIVE IMPACTS

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

3.14.4 MITIGATION MEASURES

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

Mitigation Measure No. 15 (Public Services Impacts). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 16 (Public Services Impacts). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

3.15 RECREATION

3.15.1 THRESHOLDS OF SIGNIFICANCE

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

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● Less Than Significant Impact.

Due to the industrial nature of the proposed project, no significant increase in the usage of City parks and recreational facilities is anticipated to occur. The City of Santa Fe Springs Parks and Recreation Services operates six public parks devoted to active recreation. No parks are located adjacent to the site. The nearest park is Los Nietos Park, located approximately one half mile west of the project site. The proposed project would not result in any development that would potentially significantly physically alter any public park facilities and services. As a result, the impacts anticipated are less than significant.

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 significantly increase the demand for recreational facilities and services. As a result, no impacts are anticipated.

3.15.3 CUMULATIVE IMPACTS

The analysis determined that the proposed project would not result in any significant 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;

- A substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- 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 10 intersections in the City of Santa Fe Springs under Existing Year (2016) baseline conditions and for Opening Year (2017) conditions both without and with the Project. All 10 of the study intersections currently operate under signalized traffic controls.[109]

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 developed based on the Los Angeles County Congestion Management Program regional trip-making distribution factors, and on an understanding of the existing traffic operations observed at each study intersection and roadway machine counts collected by Minagar & Associates, Inc.

[109] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

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.

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. Classifications of the six levels of service for signalized intersections are shown in Table 3-7.[110]

Table 3-7
Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	1.01 or greater

[110] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

Table 3-8, included below, provides a description of each specific level of service grade (LOS A through LOS F).

Table 3-8
Level of Service Description

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 2016;
- Opening Year 2017, Without Project;
- Opening Year 2017, With Project; and,
- Opening Year + Project, With Mitigation (if necessary).[111]

[111] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

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 With Mitigation.

Traffic counts were conducted during the morning and afternoon peak periods (7:00-9:00am, 4:00-6:00pm) during typical non-holiday weekdays. Table 3-9 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 3-9
Study Intersections and Weekday Peak Traffic Hours

No.	Location	Intersection Control	Peak Hour	
			AM Period	PM Period
1	Slauson Avenue at Norwalk Boulevard	Signalized	7:15 – 8:15am	4:15 – 5:15pm
2	Los Nietos Road at Norwalk Boulevard	Signalized	7:00 – 8:00am	5:00 – 6:00pm
3	Telegraph Road at Pioneer Boulevard	Signalized	7:30 – 8:30am	4:45 – 5:45pm
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	Signalized	7:15 – 8:15am	4:15 – 5:15pm
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	Signalized	7:00 – 8:00am	4:45 – 5:45pm
6	Slauson Avenue at Pioneer Boulevard	Signalized	7:15 – 8:15am	4:00 – 5:00pm
7	Florence Avenue at Norwalk Boulevard	Signalized	7:15 – 8:15am	4:45 – 5:45pm
8	Florence Avenue at Pioneer Boulevard	Signalized	7:30 – 8:30am	4:00 – 5:00pm
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	Signalized	7:15 – 8:15am	4:30 – 5:30pm
10	Telegraph Road at Norwalk Boulevard	Signalized	7:00 – 8:00am	4:00 – 5:00pm

Source: Minagar & Associates, Inc.

Exhibit 3-13 (shown on the following page) shows the location of the of the 10 study intersections. Existing Year 2016 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

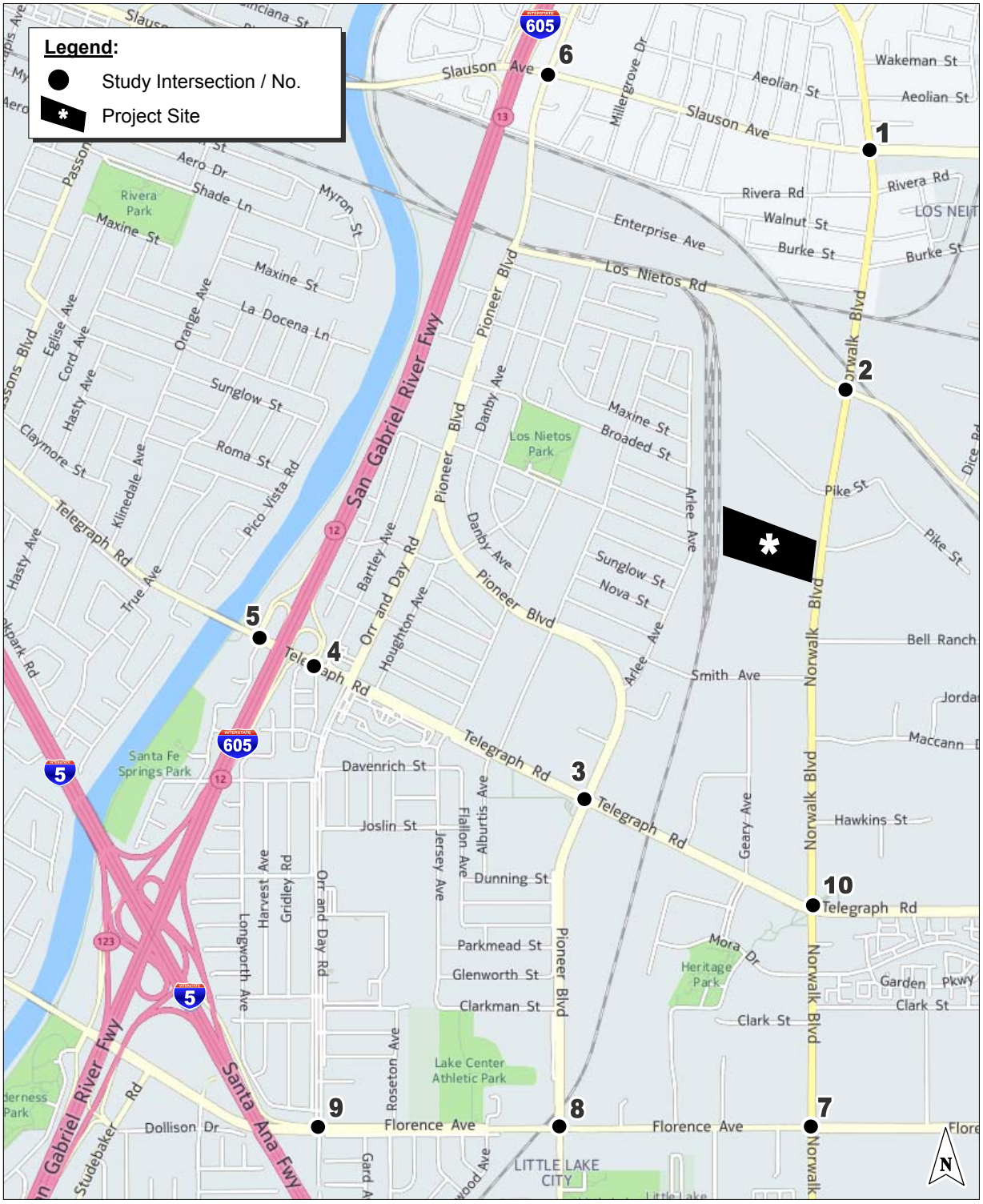


EXHIBIT 3-13
VICINITY MAP, PROJECT LOCATION, AND STUDY AREA INTERSECTIONS
SOURCE: MINAGAR & ASSOCIATES, INC.

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.[112]

Exhibit 3-14 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 3-15.

Table 3-10 (shown below) summarizes the results of the Existing Year 2016 intersection LOS analysis, completed using the methodologies described previously. As shown Table 3-10, only the signalized intersection at Los Nietos Road and Norwalk Boulevard is operating at acceptable Levels of Service (LOS "D" or better) under the existing (Year 2016) conditions during the weekday AM and PM peak hours. The remaining nine study intersections are currently operating at deficient (LOS "E" or "F") during one or both weekday peak hours.

Table 3-10
Intersection Levels of Service - Existing (Year 2016)

Location			LOS Analysis		
No.	Intersection	Control	Peak Hour	Existing Year 2015	
				V/C	LOS
1	Slauson Avenue at Norwalk Boulevard	Signal	AM	1.328	**F**
			PM	1.642	**F**
2	Los Nietos Road at Norwalk Boulevard	Signal	AM	0.866	**D**
			PM	0.861	**D**
3	Telegraph Road at Pioneer Boulevard	Signal	AM	0.928	**E**
			PM	0.978	**E**
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	Signal	AM	1.291	**F**
			PM	1.061	**F**
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	Signal	AM	1.254	**F**
			PM	1.396	**F**
6	Slauson Avenue at Pioneer Boulevard	Signal	AM	1.417	**F**
			PM	1.339	**F**
7	Florence Avenue at Norwalk Boulevard	Signal	AM	0.976	**E**
			PM	1.201	**F**
8	Florence Avenue at Pioneer Boulevard	Signal	AM	1.095	**F**
			PM	1.046	**F**
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	Signal	AM	1.214	**F**
			PM	1.210	**F**
10	Telegraph Road at Norwalk Boulevard	Signal	AM	1.162	**F**
			PM	0.996	**E**

Source: Minagar & Associates, Inc.

[112] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

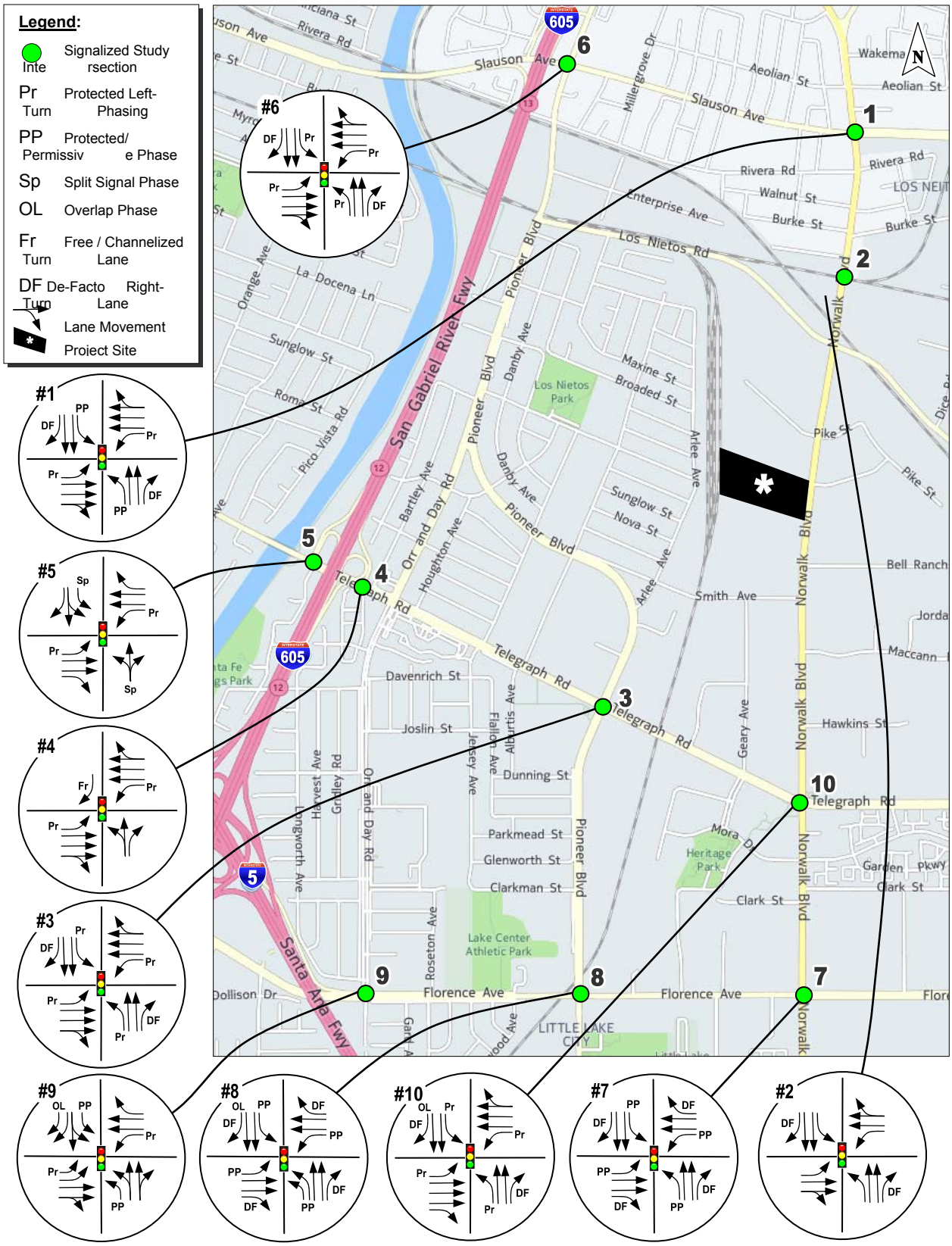


EXHIBIT 3-14
EXISTING INTERSECTION LANE CONFIGURATIONS AND CONTROLS
SOURCE: MINAGAR & ASSOCIATES, INC.

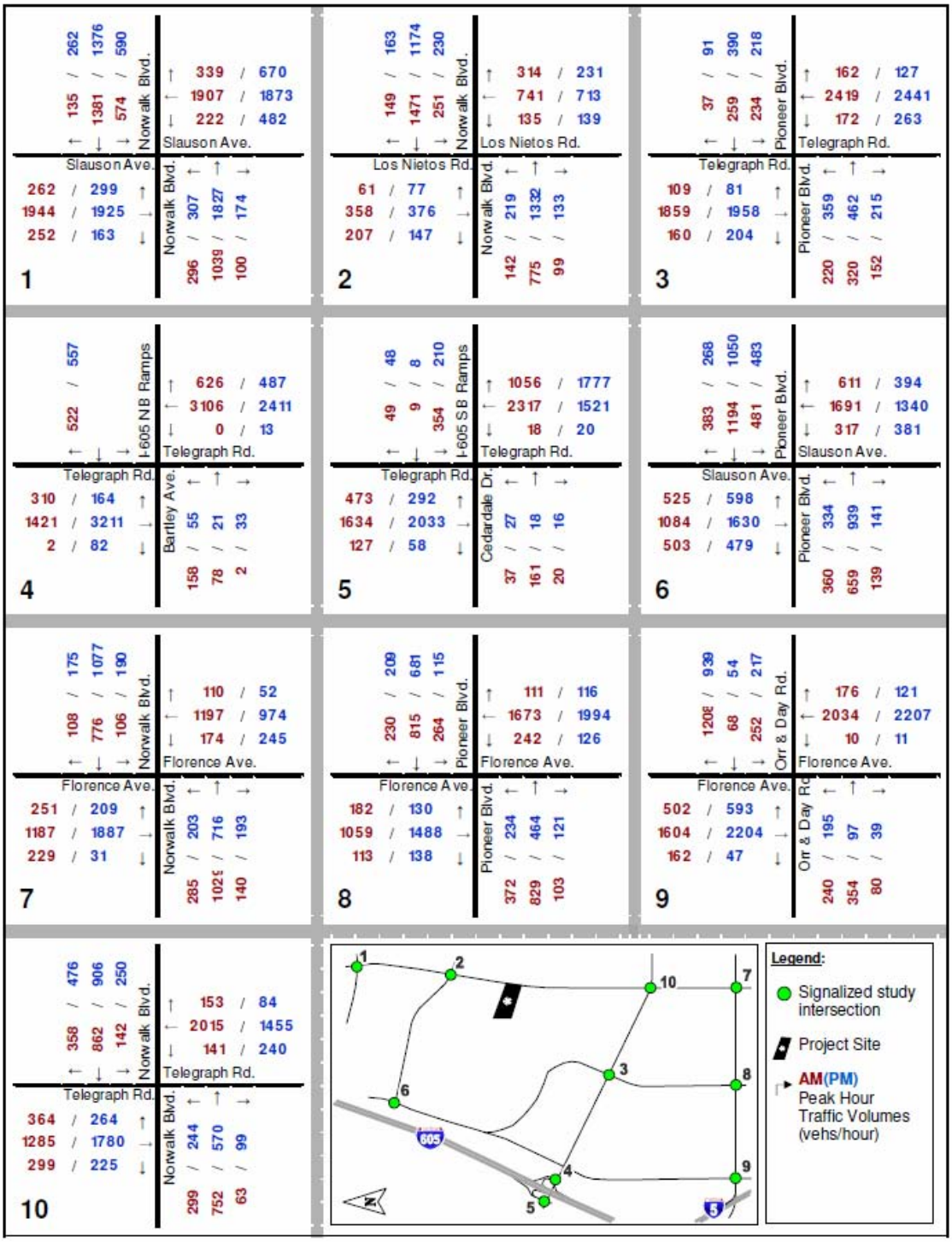


EXHIBIT 3-15
EXISTING YEAR 2016 TRAFFIC VOLUMES – WEEKDAY AM/PM PEAK HOURS

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 2017 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 industrial facility would be constructed and occupied with approved building permits by the onset of the Year 2017. The Opening Year 2017 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.[113]

Minagar & Associates, Inc. applied a conservative +1.0% annual growth factor for the Opening Year 2017 baseline conditions to account for any ambient traffic growth in the area prior to the opening of the proposed project.

Peak hour traffic operations at each study intersection were evaluated for the Opening Year 2017 baseline conditions (without the Project) based on the above traffic volume adjustments. As shown in Table 3-11, 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 2017.[114]

[113] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

[114] Ibid.

Table 3-11
Intersection Level of Service – Opening Year (2017) Conditions Without Project

Location			LOS Analysis		
No.	Intersection	Control	Peak Hour	Opening Year 2016 Baseline (Without Project)	
				V/C	LOS
1	Slauson Avenue at Norwalk Boulevard	Signal	AM	1.339	**F**
			PM	1.659	**F**
2	Los Nietos Road at Norwalk Boulevard	Signal	AM	0.874	**D**
			PM	0.870	**D**
3	Telegraph Road at Pioneer Boulevard	Signal	AM	0.938	**E**
			PM	0.987	**E**
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	Signal	AM	1.304	**F**
			PM	1.072	**F**
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	Signal	AM	1.266	**F**
			PM	1.410	**F**
6	Slauson Avenue at Pioneer Boulevard	Signal	AM	1.430	**F**
			PM	1.351	**F**
7	Florence Avenue at Norwalk Boulevard	Signal	AM	0.985	**E**
			PM	1.217	**F**
8	Florence Avenue at Pioneer Boulevard	Signal	AM	1.105	**F**
			PM	1.059	**F**
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	Signal	AM	1.226	**F**
			PM	1.225	**F**
10	Telegraph Road at Norwalk Boulevard	Signal	AM	1.174	**F**
			PM	1.005	**F**

Source: Minagar & Associates, Inc.

The opening year 2017 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 956 PCE trips, 78 AM peak hour PCE trips (62 in, 16 out) and 86 PM peak hour PCE trips (22 in, 64 out).[115] Table 3-12 (shown on the following page) summarizes the anticipated PCE-based AM/PM peak hour project trip generation.

[115] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

Table 3-12
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		200.476	KSF	714	47	124	59	16	48	64
Passenger Vehicles	80.0%			571	38	10	48	13	38	51
Trucks	20.0%			143	9	2	11	3	10	13

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%	571	1.00	571	38	10	48	13	38	51
Lg. 2-Axle Trucks	0.40%	5	1.50	5	0	0	0	0	0	0
3-Axle Trucks	5.60	80	2.00	80	4.74	1.26	6	2	6	8
4+ Axle Trucks	14.0%	300	3.00	300	18.96	5.04	24	6.75	20.25	27
Total Truck PCE Trips				385	24	6	30	9	26	35
Total Project PCE Trips				956	62	16	78	22	64	86

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 71 percent of site traffic will access the site from the south on Norwalk Boulevard, and the remaining 29 percent of site traffic will access the site from the north on Norwalk Boulevard.[116] AM and PM peak hour project trip generation estimates were then assigned to the surrounding street network, as shown in Exhibits 3-16 and 3-17 on the pages that follow.

[116] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

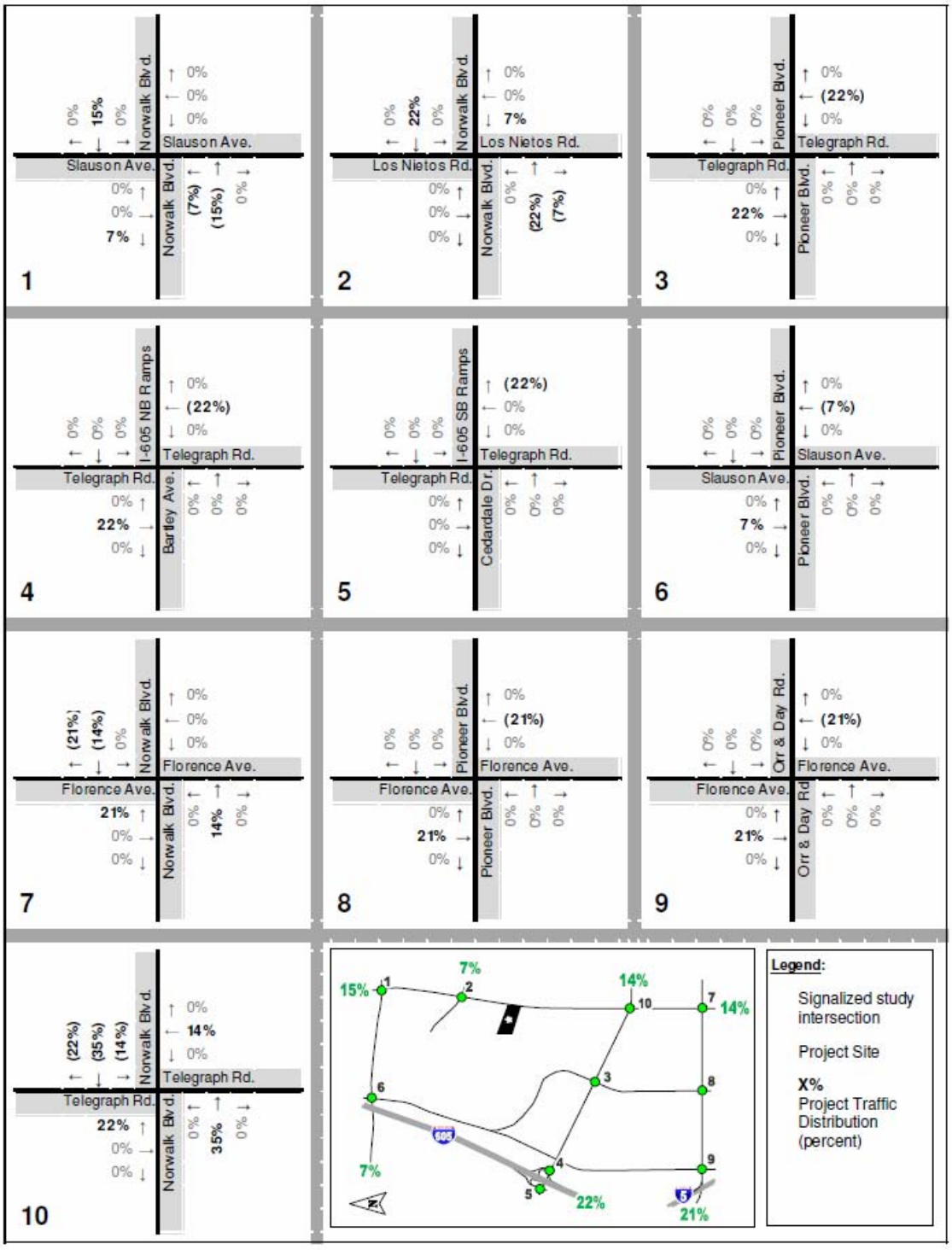


EXHIBIT 3-16
PROJECT TRIP DISTRIBUTION – WEEKDAY AM/PM PEAK HOURS
SOURCE: MINAGAR & ASSOCIATES, INC.

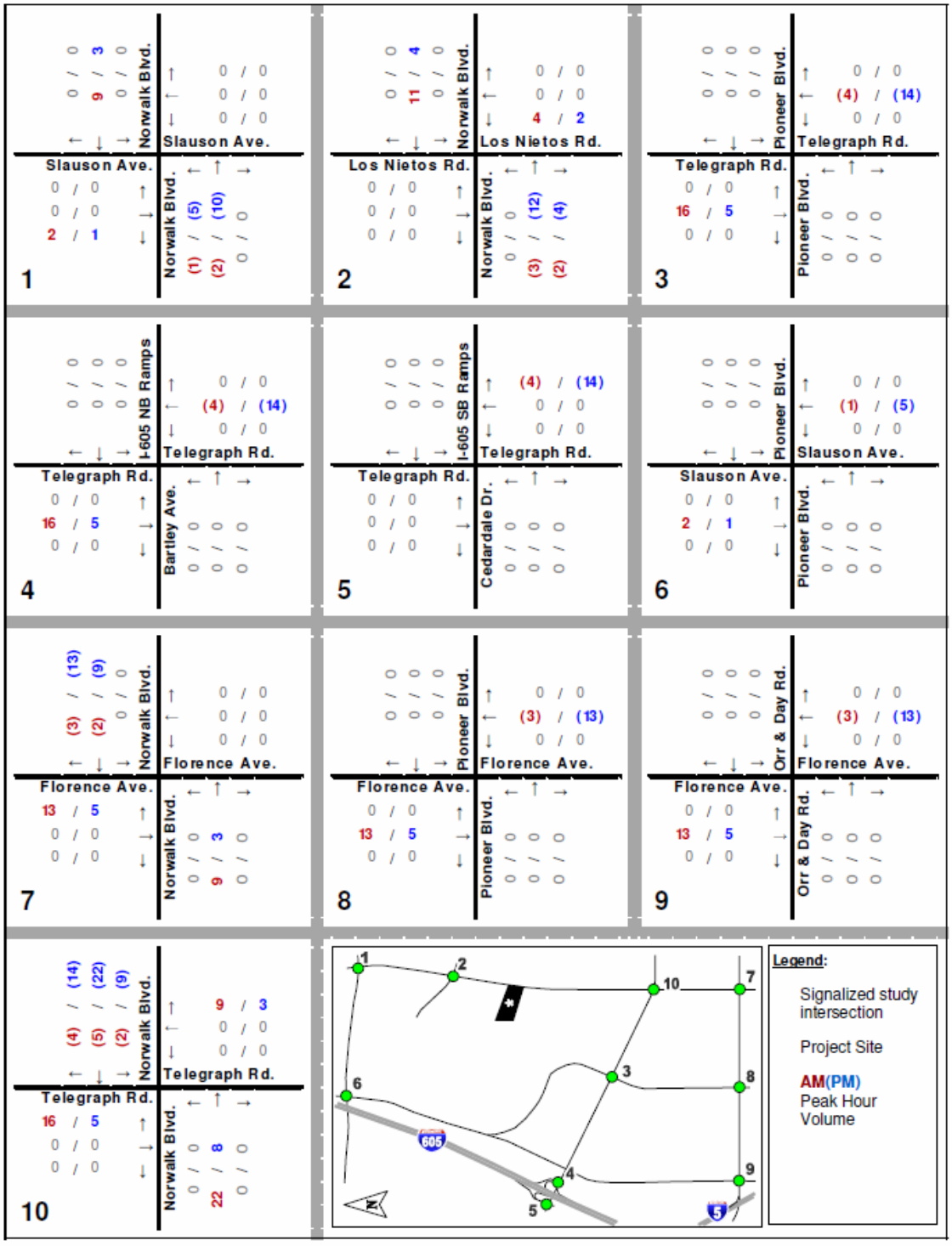


EXHIBIT 3-17
PROJECT TRIP ASSIGNMENT, WEEKDAY AM/PM PEAK HOUR – PASSENGER VEHICLES & TRUCKS (PCE)
SOURCE: MINAGAR & ASSOCIATES, INC.

The Opening Year 2017 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 3-13 below, based on the level of service analysis, all ten 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 Los Nietos Road at Norwalk Boulevard will continue operating at LOS D during the AM and PM peak hours, while the remaining nine signalized intersections will continue to operate under LOS E or LOS F during the AM and PM weekday peak hours.[117]

Table 3-13
Intersection Level of Service – Opening Year (2017) Conditions With Project

Location			LOS Analysis		
No.	Intersection	Control	Peak Hour	Opening Year 2016 With Project	
				V/C	LOS
1	Slauson Avenue at Norwalk Boulevard	Signal	AM	1.339	**F**
			PM	1.662	**F**
2	Los Nietos Road at Norwalk Boulevard	Signal	AM	0.877	**D**
			PM	0.874	**D**
3	Telegraph Road at Pioneer Boulevard	Signal	AM	0.938	**E**
			PM	0.988	**E**
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	Signal	AM	1.305	**F**
			PM	1.075	**F**
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	Signal	AM	1.266	**F**
			PM	1.419	**F**
6	Slauson Avenue at Pioneer Boulevard	Signal	AM	1.431	**F**
			PM	1.352	**F**
7	Florence Avenue at Norwalk Boulevard	Signal	AM	0.993	**E**
			PM	1.220	**F**
8	Florence Avenue at Pioneer Boulevard	Signal	AM	1.106	**F**
			PM	1.062	**F**
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	Signal	AM	1.227	**F**
			PM	1.229	**F**
10	Telegraph Road at Norwalk Boulevard	Signal	AM	1.186	**F**
			PM	1.011	**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 2017 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

[117] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

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 project site.[118]

Table 3-14 summarizes the changes in ICU 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 +0.012 (1.20%) during the AM peak hour at Washington Boulevard and Broadway Avenue.

Table 3-14
Comparison of Intersection V/C, LOS, and Project Impact Significance

No.	Intersection	Peak Hour	Opening Year 2017					
			Without Project		With Project		Change	Significant Impact?
			V/C	LOS	V/C	LOS		
1.	Slauson Avenue at Norwalk Boulevard	AM	1.339	**F**	1.339	**F**	+0.000	No
		PM	1.659	**F**	1.662	**F**	+0.003	No
2.	Los Nietos Road at Norwalk Boulevard	AM	0.874	**D**	0.877	**D**	+0.003	No
		PM	0.870	**D**	0.874	**D**	+0.004	No
3.	Telegraph Road at Pioneer Boulevard	AM	0.938	**E**	0.938	**E**	+0.000	No
		PM	0.987	**E**	0.988	**E**	+0.001	No
4.	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	AM	1.304	**F**	1.305	**F**	+0.001	No
		PM	1.072	**F**	1.075	**F**	+0.003	No
5.	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	AM	1.266	**F**	1.266	**F**	+0.000	No
		PM	1.410	**F**	1.419	**F**	+0.009	No
6.	Slauson Avenue at Pioneer Boulevard	AM	1.430	**F**	1.431	**F**	+0.001	No
		PM	1.351	**F**	1.352	**F**	+0.001	No
7.	Florence Avenue at Norwalk Boulevard	AM	0.985	**E**	0.993	**E**	+0.008	No
		PM	1.217	**F**	1.220	**F**	+0.003	No
8.	Florence Avenue at Pioneer Boulevard	AM	1.105	**F**	1.106	**F**	+0.001	No
		PM	1.059	**F**	1.062	**F**	+0.003	No
9.	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	AM	1.226	**F**	1.227	**F**	+0.001	No
		PM	1.225	**F**	1.229	**F**	+0.004	No
10	Telegraph Road at Norwalk Boulevard	AM	1.174	**F**	1.186	**F**	+0.012	Yes
		PM	1.005	**F**	1.011	**F**	+0.006	No

Source: Minagar & Associates, Inc.

Evaluation of the Project Opening Year 2017 (Without and With Project) scenario revealed that the intersection of Norwalk Boulevard and Telegraph Road (Study Location #10) would be significantly impacted by project-related traffic in the PM peak hour. In order to reduce project-specific impacts at this intersection, the Applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share

[118] Minagar & Associates, Inc. *Traffic Impact Study for Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Blvd in the City of Santa Fe Springs, CA.* March 30, 2016.

contribution along with other surrounding developments to improve the peak hour LOS of the intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

- *Alternative 1:* Pursuant to the CMP, Norwalk Boulevard may be widened to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

- *Alternative 2:* Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the Applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

- *Alternative 3:* Request to the L.A. County Public Works through City staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

With the implementation of the above alternative mitigation measures at the intersection of Telegraph Road and Norwalk Boulevard, the project would minimize project-specific traffic impacts to less-than-significant levels during the weekday peak hours. It is therefore concluded that upon approval of a mitigation plan, the proposed project would satisfy the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Santa Fe Springs' General Plan.

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 roadways to the project site are designated along Imperial Highway and Artesia Boulevard, both of which are located to the south of the project area. Since these CMP arterials are located outside of the study area of the project, a CMP analysis is therefore not required for this traffic impact study. As a result, no impacts related to regional transportation plans are anticipated.

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 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 pair of curb cuts along Norwalk Boulevard. A new meandering concrete walkway along Norwalk Boulevard is proposed as part of the proposed project's landscape plan. 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 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.

The proposed project involves an industrial infill development in an industrial area within the City of Santa Fe Springs. No conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities will exist upon the implementation of the proposed project. No existing bus stops

will be removed as part of the proposed project's implementation. As a result, the proposed project's implementation will not result in any impacts.

3.16.3 CUMULATIVE IMPACTS

The future development contemplated as part of the proposed project's implementation will not result in significant increased traffic generation in the area. The traffic study prepared for the project applied an additional annual growth factor to account for future traffic. The cumulative impacts identified through the traffic study will be reduced to a less than significant impact after mitigation measures are implemented.

3.16.4 MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that an impact related to increased traffic generation will result upon the project's implementation. Evaluation of the Project Opening Year 2017 (Without and With Project) scenario revealed that the intersection of Norwalk Boulevard and Telegraph Road (Study Location #10) would be significantly impacted by project-related traffic in the PM peak hour. In order to reduce project-specific impacts at this intersection, the applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share contribution along with other surrounding developments to improve the peak hour LOS of the intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

Mitigation Measure No. 17 (Transportation and Circulation). Pursuant to the CMP, Norwalk Boulevard may be widened to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

Mitigation Measure No. 18 (Transportation and Circulation). Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the Applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

Mitigation Measure No. 19 (Transportation and Circulation). Request to the L.A. County Public Works through City staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

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 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.[119] 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.[120]

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 3-15, the future development is projected to generate 1,600 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

Table 3-15
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Warehouse	199,987 square feet	0.01 gals/day/sq. ft	1,600 gals/day
Total Consumption			1,600 gals/day

Source: Blodgett Baylosis Environmental Planning.

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 and as a result, the impacts are expected to be less than significant.

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

As indicated previously, the proposed project will generate approximately 1,600 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.

C. Would the project require or result in the construction of new stormwater 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

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

[120] Ibid.

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 3-16 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 2,000 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 3-16
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	199,987 square feet	0.01 gals/day/sq.ft	2,000 gals/day
Total Consumption			2,000 gals/day

Source: Blodgett Baylosis Environmental Planning.

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 receives 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 2,000 gallons of water per day. In addition, the proposed project is anticipated to produce 1,600 gallons of effluent and 1,200 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 permanently closed in October 2013 and is only currently accepting clean dirt.[121] The Sanitation Districts continue to maintain environmental control systems at the other closed landfills, which include the Spadra, Palos Verdes, and Mission Canyon landfills. Local municipal solid waste collection services are currently provided by Consolidated Disposal Services, CR and R Waste and Recycling, and Serv-Wel Disposal Company. Operational waste that cannot be recycled or taken to area landfills will be transported to the Commerce incinerator. Trash collection is provided by the Consolidated Disposal Service, CR and R Waste and Recycling, and Serv-Well Disposal Company. As indicated in Table 3-17, the future daily solid waste generation is projected to be 1,200 pounds per day. The proposed project will contribute a limited amount to this waste stream. As a result, no impacts on solid waste generation are anticipated.

Table 3-17
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	199,987 square feet	6 lbs/day/1,000 sq. ft.	1,200 lbs/day
Total Generation			1,200 lbs/day

The utility calculations are included in Appendix B.
Source: Blodgett Baylosis Environmental Planning. 2016.

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

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

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

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

[121] Los Angeles County Sanitation Districts. *Solid Waste Facilities.* http://www.lacsd.org/solidwaste/swfacilities/default.asp.

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

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

3.17.3 CUMULATIVE IMPACTS

The potential impacts related to utility 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 lines, water lines, and other utilities 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.

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.

4.2 MITIGATION MONITORING

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 Monitoring and Reporting Program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

A number of mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

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SECTION 5 - REFERENCES

5.1 PREPARERS

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Liesl Sullano, Project Planner
Marc Blodgett, Project Principal

5.2 REFERENCES

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APPENDICES

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

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APPENDIX A - AIR QUALITY WORKSHEETS

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Rexford Industrial Development
South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	199.99	1000sqft	4.59	199,987.00	0
Parking Lot	295.00	Space	2.65	118,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2018
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

Demolition -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstructionPhase	NumDays	20.00	86.00
tblConstructionPhase	NumDays	230.00	151.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseEndDate	12/30/2016	12/31/2016
tblGrading	AcresOfGrading	11.00	10.00
tblProjectCharacteristics	OperationalYear	2014	2018

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															
2016	5.1523	54.7263	42.2753	0.0512	18.2675	2.9404	21.2078	9.9840	2.7051	12.6892	0.0000	5,189.886 6	5,189.886 6	1.2371	0.0000	5,215.866 4
2017	55.2796	31.1240	30.8779	0.0571	1.8229	1.8592	3.6821	0.4898	1.7447	2.2346	0.0000	5,288.063 0	5,288.063 0	0.7330	0.0000	5,303.455 5
Total	**60.4319**	**85.8503**	**73.1532**	**0.1082**	**20.0904**	**4.7996**	**24.8899**	**10.4739**	**4.4499**	**14.9237**	**0.0000**	**10,477.94 95**	**10,477.94 95**	**1.9701**	**0.0000**	**10,519.32 19**

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															
2016	5.1523	54.7263	42.2753	0.0512	7.2470	2.9404	10.1874	3.9263	2.7051	6.6315	0.0000	5,189.886 6	5,189.886 6	1.2371	0.0000	5,215.866 4
2017	55.2796	31.1240	30.8779	0.0571	1.8229	1.8592	3.6821	0.4898	1.7447	2.2346	0.0000	5,288.063 0	5,288.063 0	0.7330	0.0000	5,303.455 5
Total	**60.4319**	**85.8503**	**73.1532**	**0.1082**	**9.0699**	**4.7996**	**13.8695**	**4.4161**	**4.4499**	**8.8660**	**0.0000**	**10,477.94 95**	**10,477.94 95**	**1.9701**	**0.0000**	**10,519.32 19**

	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	54.85	0.00	44.28	57.84	0.00	40.59	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															
Area	7.5933	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146
Energy	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155
Mobile	1.8578	6.0838	24.1328	0.0702	4.7085	0.0958	4.8042	1.2581	0.0882	1.3463		5,790.1247	5,790.1247	0.2072		5,794.4763
Total	**9.4565**	**6.1331**	**24.2251**	**0.0705**	**4.7085**	**0.0997**	**4.8081**	**1.2581**	**0.0921**	**1.3502**		**5,848.8916**	**5,848.8916**	**0.2086**	**1.0800e-003**	**5,853.6064**

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															
Area	7.5933	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146
Energy	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155
Mobile	1.8578	6.0838	24.1328	0.0702	4.7085	0.0958	4.8042	1.2581	0.0882	1.3463		5,790.1247	5,790.1247	0.2072		5,794.4763
Total	**9.4565**	**6.1331**	**24.2251**	**0.0705**	**4.7085**	**0.0997**	**4.8081**	**1.2581**	**0.0921**	**1.3502**		**5,848.8916**	**5,848.8916**	**0.2086**	**1.0800e-003**	**5,853.6064**

	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	9/1/2016	9/30/2016	5	22	
2	Site Preparation	Site Preparation	10/1/2016	11/30/2016	5	43	
3	Grading	Grading	12/1/2016	12/31/2016	5	22	
4	Building Construction	Building Construction	1/1/2017	7/31/2017	5	151	
5	Paving	Paving	8/1/2017	8/31/2017	5	23	
6	Architectural Coating	Architectural Coating	9/1/2017	12/31/2017	5	86	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 305,291; Non-Residential Outdoor: 101,764 (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
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Building Construction	Welders	1	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	6	15.00	0.00	273.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	134.00	52.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	27.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6846	0.0000	2.6846	0.4065	0.0000	0.4065			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365		4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**2.6846**	**2.2921**	**4.9767**	**0.4065**	**2.1365**	**2.5430**		**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2123	3.4016	2.4059	9.1500e-003	0.2162	0.0540	0.2702	0.0592	0.0497	0.1089		922.1838	922.1838	6.5500e-003		922.3214
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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.2749**	**3.4799**	**3.3810**	**0.0113**	**0.3839**	**0.0554**	**0.4393**	**0.1037**	**0.0510**	**0.1546**		**1,100.6025**	**1,100.6025**	**0.0157**		**1,100.9324**

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					1.0470	0.0000	1.0470	0.1585	0.0000	0.1585			0.0000			0.0000
Off-Road	4.2876	45.6559	35.0303	0.0399		2.2921	2.2921		2.1365	2.1365	0.0000	4,089.2841	4,089.2841	1.1121		4,112.6374
Total	**4.2876**	**45.6559**	**35.0303**	**0.0399**	**1.0470**	**2.2921**	**3.3391**	**0.1585**	**2.1365**	**2.2951**	**0.0000**	**4,089.2841**	**4,089.2841**	**1.1121**		**4,112.6374**

3.2 Demolition - 2016

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	0.2123	3.4016	2.4059	9.1500e-003	0.2162	0.0540	0.2702	0.0592	0.0497	0.1089		922.1838	922.1838	6.5500e-003		922.3214
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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.2749**	**3.4799**	**3.3810**	**0.0113**	**0.3839**	**0.0554**	**0.4393**	**0.1037**	**0.0510**	**0.1546**		**1,100.6025**	**1,100.6025**	**0.0157**		**1,100.9324**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0663**	**2.9387**	**21.0049**	**9.9307**	**2.7036**	**12.6343**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	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	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	**0.0752**	**0.0940**	**1.1700**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1025**	**214.1025**	**0.0110**		**214.3332**

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					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**7.0458**	**2.9387**	**9.9845**	**3.8730**	**2.7036**	**6.5766**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.3 Site Preparation - 2016

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	0.0752	0.0940	1.1700	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1025	214.1025	0.0110		214.3332
Total	**0.0752**	**0.0940**	**1.1700**	**2.5500e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**214.1025**	**214.1025**	**0.0110**		**214.3332**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5041	0.0000	6.5041	3.3623	0.0000	3.3623			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.5041**	**2.1984**	**8.7025**	**3.3623**	**2.0225**	**5.3848**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.0627**	**0.0783**	**0.9750**	**2.1200e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**178.4188**	**178.4188**	**9.1500e-003**		**178.6110**

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					2.5366	0.0000	2.5366	1.3113	0.0000	1.3113			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**2.5366**	**2.1984**	**4.7350**	**1.3113**	**2.0225**	**3.3338**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.4 Grading - 2016

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	0.0627	0.0783	0.9750	2.1200e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		178.4188	178.4188	9.1500e-003		178.6110
Total	**0.0627**	**0.0783**	**0.9750**	**2.1200e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**178.4188**	**178.4188**	**9.1500e-003**		**178.6110**

3.5 Building Construction - 2017

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

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	0.3967	4.0865	4.8702	0.0113	0.3251	0.0660	0.3911	0.0926	0.0607	0.1533		1,115.3868	1,115.3868	7.8200e-003		1,115.5510
Worker	0.5030	0.6319	7.8786	0.0190	1.4978	0.0120	1.5099	0.3972	0.0111	0.4083		1,532.8709	1,532.8709	0.0755		1,534.4555
Total	**0.8998**	**4.7183**	**12.7488**	**0.0303**	**1.8229**	**0.0780**	**1.9009**	**0.4898**	**0.0718**	**0.5616**		**2,648.2576**	**2,648.2576**	**0.0833**		**2,650.0065**

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	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

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															
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	0.3967	4.0865	4.8702	0.0113	0.3251	0.0660	0.3911	0.0926	0.0607	0.1533		1,115.386 8	1,115.386 8	7.8200e-003		1,115.551 0
Worker	0.5030	0.6319	7.8786	0.0190	1.4978	0.0120	1.5099	0.3972	0.0111	0.4083		1,532.870 9	1,532.870 9	0.0755		1,534.455 5
Total	**0.8998**	**4.7183**	**12.7488**	**0.0303**	**1.8229**	**0.0780**	**1.9009**	**0.4898**	**0.0718**	**0.5616**		**2,648.257 6**	**2,648.257 6**	**0.0833**		**2,650.006 5**

3.6 Paving - 2017

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															
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.058 8	2,281.058 8	0.6989		2,295.736 0
Paving	0.3019					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2092**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.058 8**	**2,281.058 8**	**0.6989**		**2,295.736 0**

3.6 Paving - 2017

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	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

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	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.3019					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.2092**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.6 Paving - 2017

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	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

3.7 Architectural Coating - 2017

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	54.8459					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**55.1782**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	0.1014	0.1273	1.5875	3.8200e-003	0.3018	2.4300e-003	0.3042	0.0800	2.2400e-003	0.0823		308.8620	308.8620	0.0152		309.1813
Total	**0.1014**	**0.1273**	**1.5875**	**3.8200e-003**	**0.3018**	**2.4300e-003**	**0.3042**	**0.0800**	**2.2400e-003**	**0.0823**		**308.8620**	**308.8620**	**0.0152**		**309.1813**

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	54.8459					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**55.1782**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

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	0.1014	0.1273	1.5875	3.8200e-003	0.3018	2.4300e-003	0.3042	0.0800	2.2400e-003	0.0823		308.8620	308.8620	0.0152		309.1813
Total	**0.1014**	**0.1273**	**1.5875**	**3.8200e-003**	**0.3018**	**2.4300e-003**	**0.3042**	**0.0800**	**2.2400e-003**	**0.0823**		**308.8620**	**308.8620**	**0.0152**		**309.1813**

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					
Unmitigated	1.8578	6.0838	24.1328	0.0702	4.7085	0.0958	4.8042	1.2581	0.0882	1.3463		5,790.1247	5,790.1247	0.2072		5,794.4763
Mitigated	1.8578	6.0838	24.1328	0.0702	4.7085	0.0958	4.8042	1.2581	0.0882	1.3463		5,790.1247	5,790.1247	0.2072		5,794.4763

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	517.97	517.97	517.97	2,219,857	2,219,857
Total	517.97	517.97	517.97	2,219,857	2,219,857

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
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.511172	0.060004	0.180590	0.138995	0.042398	0.006681	0.016070	0.032568	0.001938	0.002493	0.004370	0.000586	0.002135

5.0 Energy Detail

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	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155
NaturalGas Unmitigated	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155

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					
Unrefrigerated Warehouse-No Rail	498.598	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.3800e-003**	**0.0489**	**0.0411**	**2.9000e-004**		**3.7200e-003**	**3.7200e-003**		**3.7200e-003**	**3.7200e-003**		**58.6586**	**58.6586**	**1.1200e-003**	**1.0800e-003**	**59.0155**

5.2 Energy by Land Use - NaturalGas

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															
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	0.498598	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.6586	58.6586	1.1200e-003	1.0800e-003	59.0155
Total		**5.3800e-003**	**0.0489**	**0.0411**	**2.9000e-004**		**3.7200e-003**	**3.7200e-003**		**3.7200e-003**	**3.7200e-003**		**58.6586**	**58.6586**	**1.1200e-003**	**1.0800e-003**	**59.0155**

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															
Unmitigated	7.5933	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146
Mitigated	7.5933	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146

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	1.2923					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2961					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.9000e-003	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146
Total	**7.5933**	**4.8000e-004**	**0.0512**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1083**	**0.1083**	**3.0000e-004**		**0.1146**

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	1.2923					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.2961					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.9000e-003	4.8000e-004	0.0512	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1083	0.1083	3.0000e-004		0.1146
Total	**7.5933**	**4.8000e-004**	**0.0512**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1083**	**0.1083**	**3.0000e-004**		**0.1146**

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

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APPENDIX B – TRAFFIC IMPACT STUDY

Revised Traffic Impact Study

Rexford Industrial 200,476-SF Warehouse Building at

9615 Norwalk Boulevard, Santa Fe Springs, CA





PRESENTED TO:



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

PRESENTED TO:



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23 Years of Excellence

July 14, 2016

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

Executive Summary

The project applicant for the *Rexford Industrial Warehouse* ("Project") is proposing to develop a 200,476-square foot manufacturing/warehousing facility on an existing lot in the City of Santa Fe Springs. The Project site is located at 8615 Norwalk Boulevard, approximately 1/3 mile south of Los Nietos Road and 2/3 mile north of Telegraph Road. The site is bound by Norwalk Boulevard to the east, Southern Pacific Railroad Co. tracks along the west side of the property, and existing industrial sites to the north and south.

The Project will generate passenger vehicle and truck traffic during the weekday morning and afternoon peak hours, including 78 Passenger-Car-Equivalent (PCE) vehicle trips in the AM peak hour and 86 PCE vehicle trips in the PM peak hour. Site traffic will enter and exit the property at one of two proposed 40-foot full-access driveways on the west side of Norwalk Boulevard, located at the northeast and southeast corners of the site. Each driveway will allow access to both passenger vehicles, for use of the office portion of the Project, and trucks for the warehouse portion.

The nearby signalized intersection north of site, at Norwalk Boulevard and Los Nietos Road, is currently operating at a satisfactory Level of Service (i.e., LOS "D" or better) during the weekday AM and PM peak hours. The remaining nine study intersections in the vicinity are operating under either deficient LOS "E" or "F" conditions during one or both of the weekday AM/PM peak hours.

The Project is estimated to be constructed and occupied within a one-year time frame by 2017. Year 2017 Without Project traffic conditions were developed by increasing the Existing Year 2016 baseline traffic baseline volumes by a conservative factor of one percent (1%) to account for potential ambient traffic growth in the area which could occur prior to opening of the Project. In addition, weekday AM and PM peak hour traffic generated by the nearby CJI Warehouse development was included in the Pre-Project Year 2017 analysis scenario. With this combined assumed traffic growth, the analysis showed that each of the study area intersections would continue to operate at their current deficient Year 2016 Levels of Service, while the intersection of Telegraph Road and Norwalk Boulevard would degrade from an existing LOS "E" in the PM peak hour to LOS "F" with the addition of future background traffic.

The Year 2017 With Project scenario was modeled to incorporate the addition of site traffic generated by the proposed Project during the weekday AM and PM peak hours. An analysis of this scenario revealed that the additional vehicle and truck trips generated by the Project would cause a potentially significant traffic impact at the intersection of Norwalk Boulevard and Telegraph Road during the weekday PM peak hour. Therefore, mitigation measures are required to offset the potential future impact of site-generated traffic on the City's street system. In order to reduce these project-specific impacts at this intersection, the applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share contribution along with other surrounding developments to improve the peak hour LOS of the subject impacted intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

- Alternative #1. Widen Norwalk Boulevard to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

- Alternative #2. Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the applicant and City staff. The TIF

contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

- Alternative #3. Request to the L.A. County Public Works through city staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

With the implementation of the above alternative mitigation measures at the intersection of Telegraph Road and Norwalk Boulevard, the project would minimize project-specific traffic impacts to less-than-significant levels during the weekday peak hours. It is therefore concluded that upon approval of a mitigation plan, the proposed project would satisfy the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Santa Fe Springs' General Plan. Based on the traffic forecast analysis, site-generated traffic added to the remaining nine study intersections would not cause any significant peak hour traffic impacts, and would therefore not require any traffic mitigation measures at these locations.

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 proposed 200,476 square-foot Rexford Warehousing Project in the City of 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 west side of Norwalk Boulevard, approximately 1/3 mile south of Los Nietos Road and 2/3 mile north of Telegraph Road.

The analysis described in the following sections focused on the potential project-generated traffic impacts to the surrounding roadway network in the City of Santa Fe Springs, and the identification of required mitigation measures, as appropriate. Traffic conditions were analyzed for ten (10) intersections within the city, and evaluated under the Existing Year (2016) baseline conditions and for Opening Year (2017) conditions without and with the Project. All ten of the study intersections currently operate under signalized traffic controls.

Future conditions were estimated using industry-standard traffic engineering principles and methodologies, as well as the guidelines, assumptions and criteria established by the City of Santa Fe Springs for traffic impact studies. Future traffic volumes and project trip distribution patterns were developed based on the Los Angeles County Congestion Management Program regional trip-making distribution factors, as well as the traffic volume data collected by Minagar & Associates, Inc. at each of the study intersections. 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, and other factors were applied in accordance with the City's currently adopted methods for traffic studies.

1.3 Analysis Methodology

1.3.1 Study Area

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

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

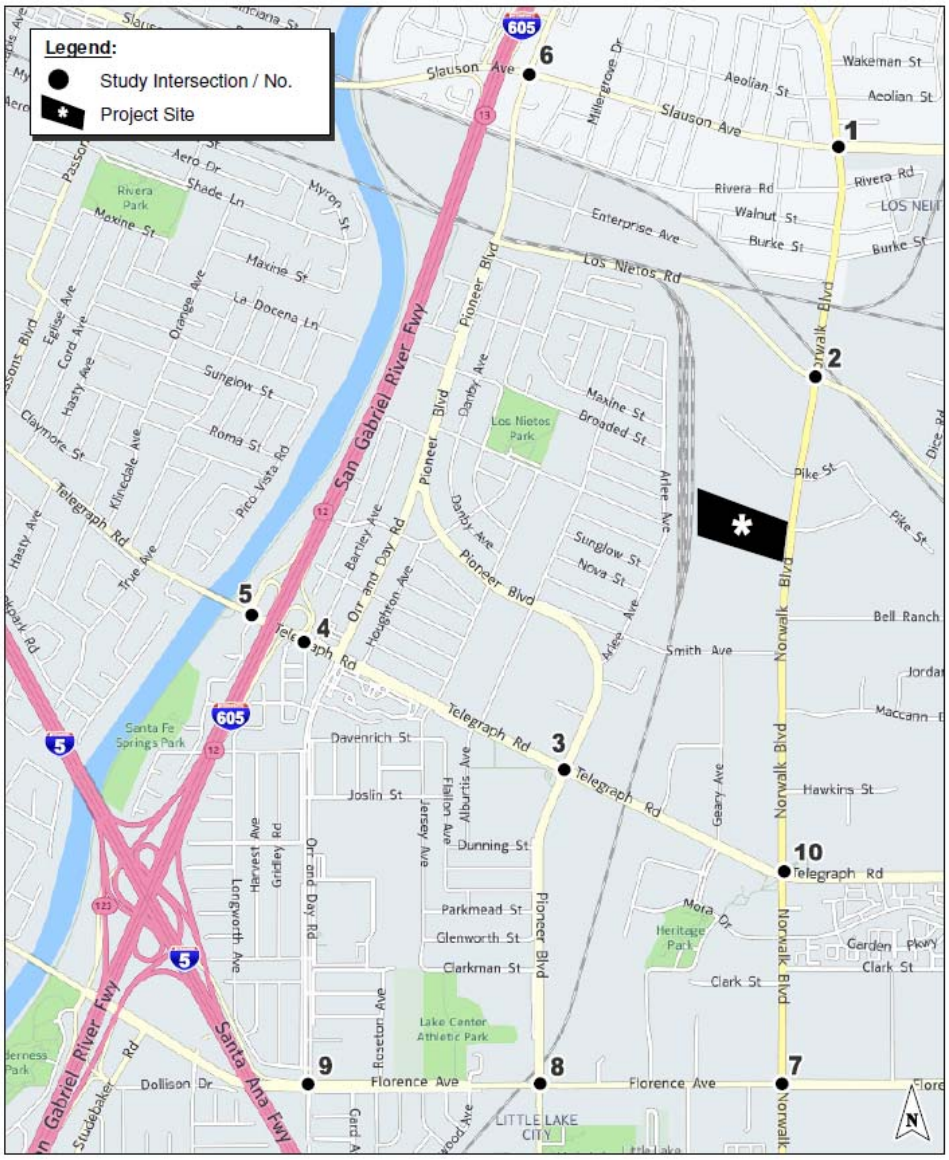


Table 1-1 lists the locations of the study intersections, and the AM/PM peak traffic hours identified from the traffic counts, which were subsequently used in the analysis.

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

#	Location	Intersection Control	Peak Hour	
			AM Period	PM Period
1	Slauson Avenue at Norwalk Boulevard	Signalized	7:15 – 8:15am	4:15 – 5:15pm
2	Los Nietos Road at Norwalk Boulevard	Signalized	7:00 – 8:00am	5:00 – 6:00pm
3	Telegraph Road at Pioneer Boulevard	Signalized	7:30 – 8:30am	4:45 – 5:45pm
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	Signalized	7:15 – 8:15am	4:15 – 5:15pm
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	Signalized	7:00 – 8:00am	4:45 – 5:45pm
6.	Slauson Avenue at Pioneer Boulevard	Signalized	7:15 – 8:15am	4:00 – 5:00pm
7	Florence Avenue at Norwalk Boulevard	Signalized	7:15 – 8:15am	4:45 – 5:45pm
8	Florence Avenue at Pioneer Boulevard	Signalized	7:30 – 8:30am	4:00 – 5:00pm
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	Signalized	7:15 – 8:15am	4:30 – 5:30pm
10	Telegraph Road at Norwalk Boulevard	Signalized	7:00 – 8:00am	4:00 – 5:00pm

1.3.2 Traffic Data Collection

Minagar & Associates, Inc. field staff collected intersection turning movement traffic volume counts at each of the ten study locations. Traffic counts were conducted during the morning and afternoon peak periods (7:00-9:00am, 4:00-6:00pm) during typical non-holiday weekdays. Traffic count sheets are provided in ***Appendix A***. For locations at which traffic counts were collected during recent years prior to 2016, Minagar & Associates, Inc. applied a one-percent per year compound growth rate to all approaching traffic movements at the intersection to approximate the existing conditions.

1.3.3 Analysis Scenarios

The following evaluation scenarios were considered in the traffic analysis:

- Existing Year 2016
- Opening Year 2017, Without Project
- Opening Year 2017, With Project
- Opening Year + Project, With Mitigation

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. Intersection operating conditions are defined in terms of "Level of Service" (LOS), a grading scale used to represent the quality of traffic flow at an intersection. Level of Service ranges from LOS "A," representing free-flow conditions, to LOS "F," which indicates failing or severely congested traffic flow. The City of Santa Fe Springs recognizes 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 peak-hour intersection LOS values as defined above 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.

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	(LOS C)	+0.04 or more
>0.80 to 0.90	(LOS D)	+0.02 or more
> 0.90	(LOS E to F)	+0.01 or more

2.0 EXISTING CONDITIONS

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

2.1 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 northwest part of the City, with neighboring industrial properties to the north and south, an existing SPRR railway along the westerly property line, and frontage to Norwalk Boulevard along the east side of the site. The current property is currently vacant, and therefore no trip credits have been assigned to the proposed project trip generation (see Section 3.2.2).

2.2 Existing Roadways

The following discussion provides an overview of the surrounding regional and local transportation and circulation system in the vicinity of the project site.

Interstate 5 (I-5) is located approximately 2.75 miles south of the project site, and provides regional access to the site from Orange County, and indirectly from Central and West Los Angeles via the adjacent I-605 Freeway. Within the project study area, I-5 is oriented in a northwest-southeast direction and provides access to the project site primarily at the interchange at Norwalk Boulevard, south of the I-5/I-605 confluence. The freeway currently provides three northbound and four southbound mixed-use lanes in the vicinity of the project.

Interstate 605 (I-605) provides regional access to the area from Long Beach and the South Bay from the south, and from the San Gabriel Valley and Inland regions from the north. I-605 is oriented northeast-southwest through the City of Santa Fe Springs, and provides access to the site primarily at the interchanges at Telegraph Road, north of the I-5/I-605 confluence. The freeway currently provides three (3) mixed-use lanes and one (1) HOV lane in each direction.

Florence Avenue is a four-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Florence Avenue is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, serving east-west between the City of Downey (to the west) and unincorporated L.A. County (to the east). Florence Avenue has freeway interchanges at both I-5 and I-605, and will provide indirect access to the site via Norwalk Boulevard.

Telegraph Road is a six-lane divided roadway with a raised center median, and a curb-to-curb pavement width of 80 feet. Telegraph Road is classified as a Major Arterial in the City of Santa Fe Springs' General Plan, and serves northwest/southeast traffic from unincorporated L.A. County to the east, and runs adjacent to the I-5 between the Cities of Pico Rivera and Downey to the west. Telegraph Road provides local access from neighboring cities to the east of Santa Fe Springs, and sub-regional access from the South Bay and Long Beach areas via the I-5 and I-605 interchange on Telegraph Road (approximately one mile to the west).

2.3 Study Area Intersections

Based on the anticipated land use, project trip distributions and size of the project, along with the prior consultation with the City of Santa Fe Springs, the following locations have been included in the project study area. All ten intersections are currently signalized.

1.) Slauson Avenue at Norwalk Boulevard
2.) Los Nietos Road at Norwalk Boulevard
3.) Telegraph Road at Pioneer Boulevard
4.) Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue
5.) Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive
6.) Slauson Avenue at Pioneer Boulevard
7.) Florence Avenue at Norwalk Boulevard
8.) Florence Avenue at Pioneer Boulevard
9.) Florence Avenue at Orr and Day Road & I-5 NB On-Ramp
10.) Telegraph Road at Norwalk Boulevard

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 (in Passenger Car Equivalent [PCE] volumes) at each intersection and approach are shown on ***Figure 2-3***.

2.4 Existing Intersection Operations and Levels of Service

Existing Year 2016 weekday peak hour intersection Levels of Service (LOS) were determined by developing a computerized traffic model based of the prevailing intersection and roadway lane configurations, traffic signal and signage controls, and weekday AM/PM peak hour traffic volumes observed and documented in the field and collected from other recently-completed traffic impact studies in the City of Santa Fe Springs. 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***.

Table 2-1 below summarizes the results of the Existing Year 2016 intersection LOS analysis, completed using the methodologies described in Section 1.3.4. As shown Table 2-1, only the signalized intersection at Norwalk Boulevard and Los Nietos Road is operating at acceptable Levels of Service (LOS "D" or better) under the existing Year 2016 conditions during the weekday AM and PM peak hours. The remaining nine study intersections are currently operating at deficient (LOS "E" or "F") during one or both weekday peak hours.

Table 2-1. Intersection Levels of Service - Existing Year (2016)

No.	Intersection	Peak Hour	Existing Year 2016	
			V/C [1]	LOS [2]
1	Slauson Avenue at Norwalk Boulevard	AM	1.328	F
		PM	1.642	F
2	Los Nietos Road at Norwalk Boulevard	AM	0.866	D
		PM	0.861	D
3	Telegraph Road at Pioneer Boulevard	AM	0.928	E
		PM	0.978	E
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	AM	1.291	F
		PM	1.061	F
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	AM	1.254	F
		PM	1.396	F
6	Slauson Avenue at Pioneer Boulevard	AM	1.417	F
		PM	1.339	F
7	Florence Avenue at Norwalk Boulevard	AM	0.976	E
		PM	1.201	F
8	Florence Avenue at Pioneer Boulevard	AM	1.095	F
		PM	1.046	F
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	AM	1.214	F
		PM	1.210	F
10	Telegraph Road at Norwalk Boulevard	AM	1.162	F
		PM	0.996	E

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

Figure 2-1. Existing Land Use

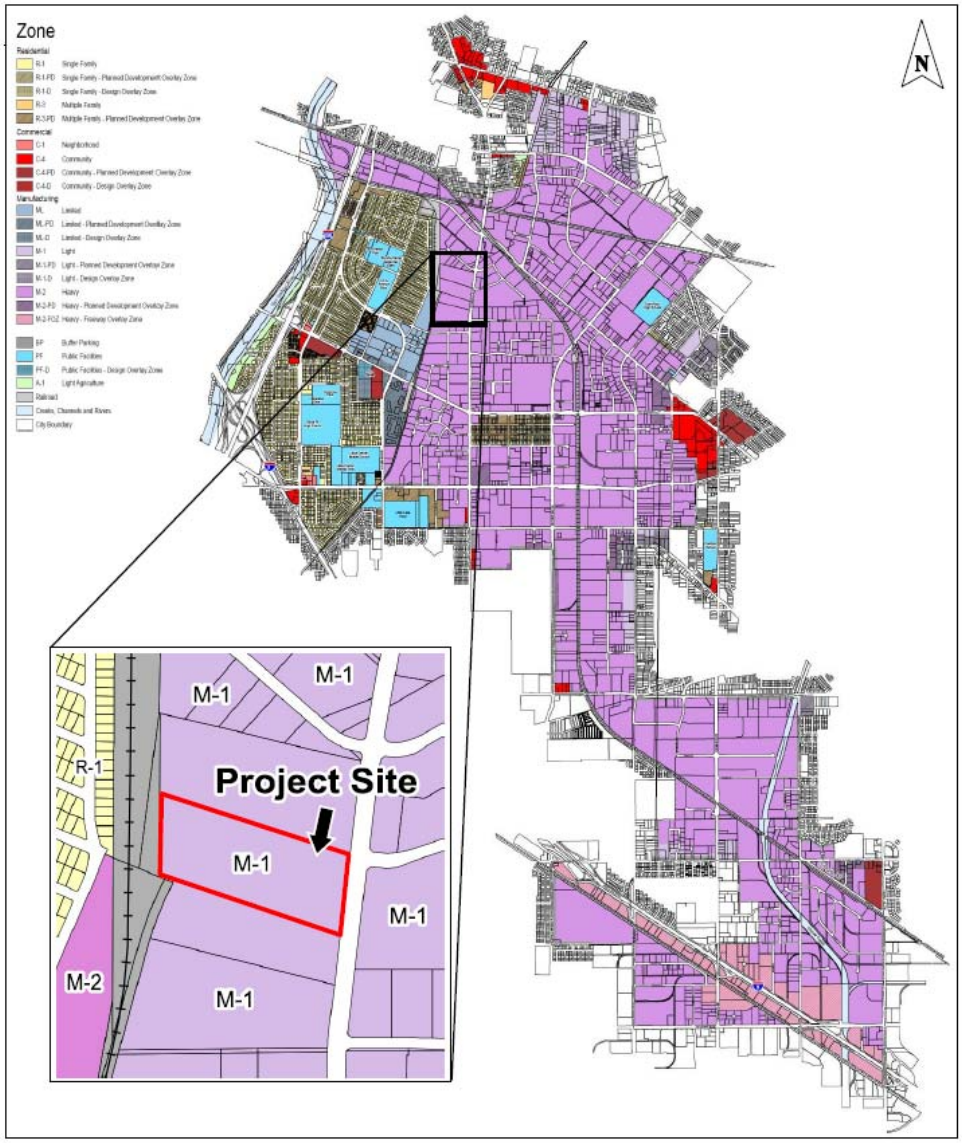
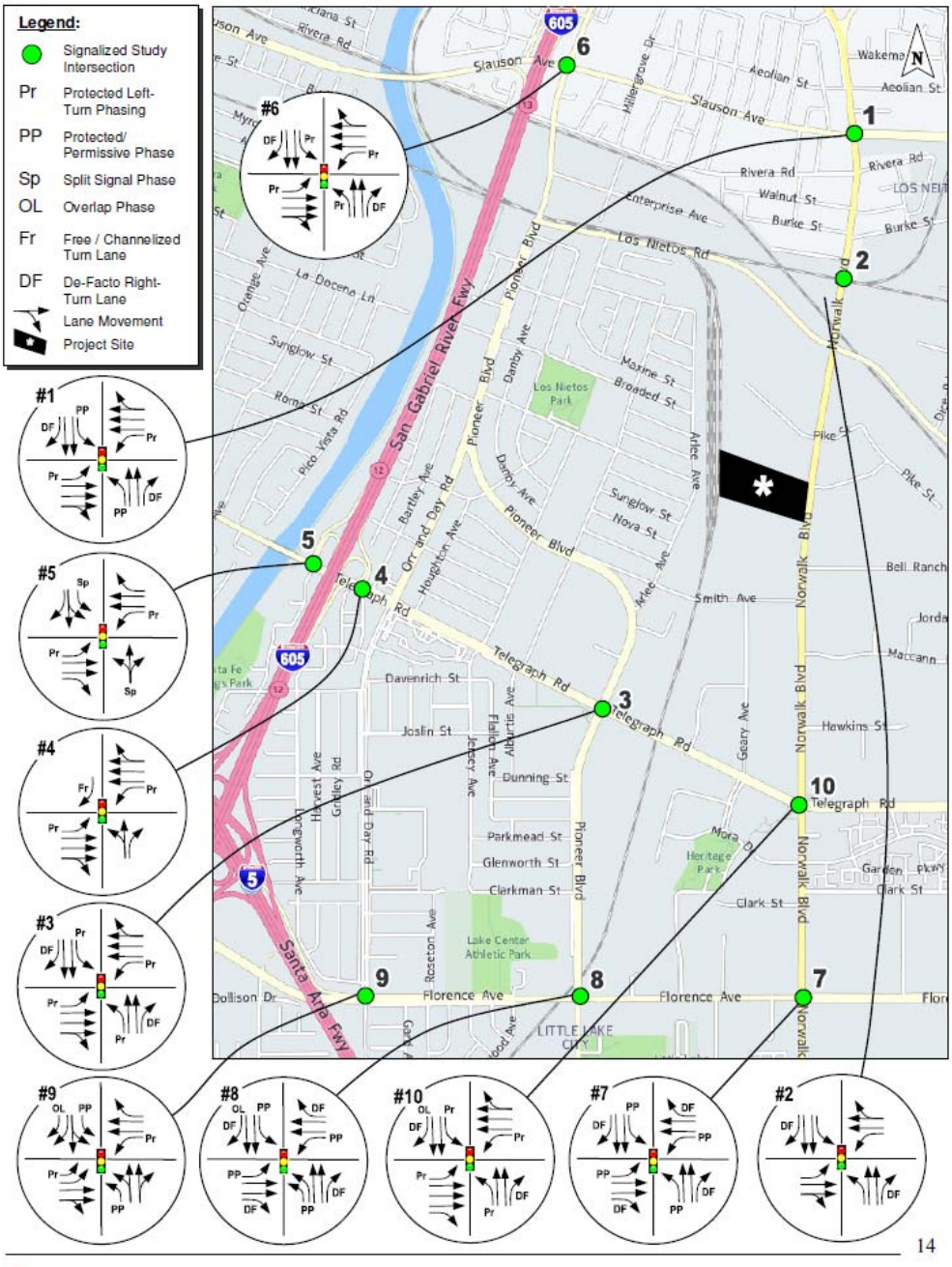


Figure 2-2. Existing Intersection Lane Configurations and Controls

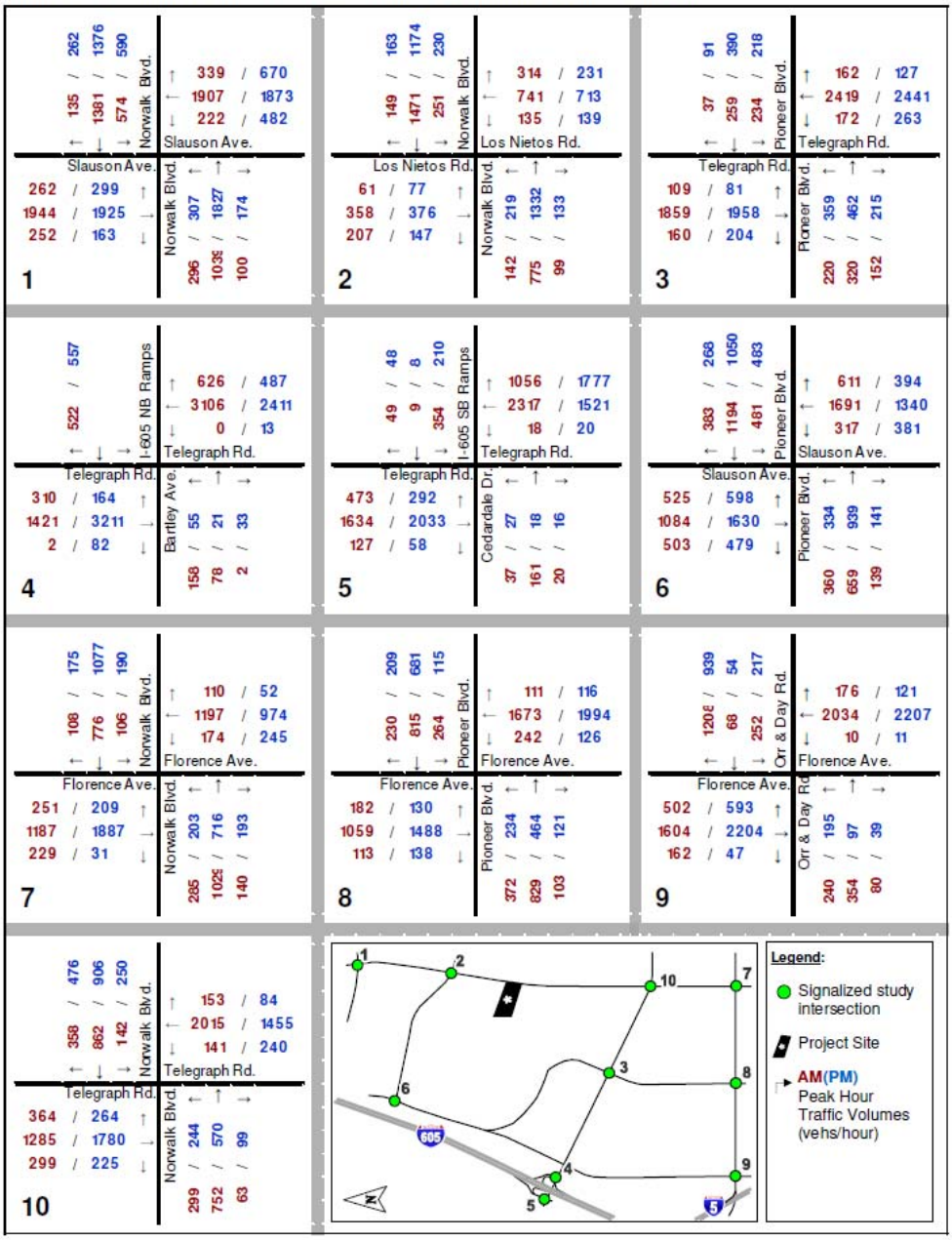


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Traffic Impact Study for
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Figure 2-3. Existing Year 2016 Traffic Volumes – Weekday AM/PM Peak Hours



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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 2017 Without Project Conditions

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

3.1.1 Annual Background Traffic Growth

The Opening Year 2017 baseline traffic volumes were developed by first identifying an annual ambient traffic growth factor. Previously, Minagar & Associates, Inc. collected average daily traffic (ADT) volume machine counts on various street segments in the City of Santa Fe Springs between the years 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 are decreasing overall by an average of -0.10% per year over the previous five years. While some locations are experiencing annual increases and fluctuations in traffic flow patterns, particularly where Caltrans is completing freeway construction along I-5, this historical traffic volume data suggests that volumes for the Opening Year 2017 scenario could be adjusted downwards from the Existing Year 2016 conditions. However, in order to provide a reasonably conservative analysis it has been consistently recommended by the City of Santa Fe Springs that the traffic analysis should conservatively assume a +1% annual change in ambient traffic, rather than to apply a negative adjustment factor.

3.1.2 Traffic from Other Nearby Related Development

Additional related project traffic from the *CJI Development*, located at the southeast corner of Telegraph Road and Bloomfield Avenue, is expected to occur on several of the study intersections upon completion of this nearby project. The CJI Project consists of 201,008-SF manufacturing/warehouse building and will generate new AM and PM peak hour trips on the surrounding street network, including on Telegraph Road, Florence Avenue, Pioneer Boulevard and Norwalk Boulevard, prior to the opening of the proposed Project.

3.1.3 Year 2017 Baseline Intersection LOS

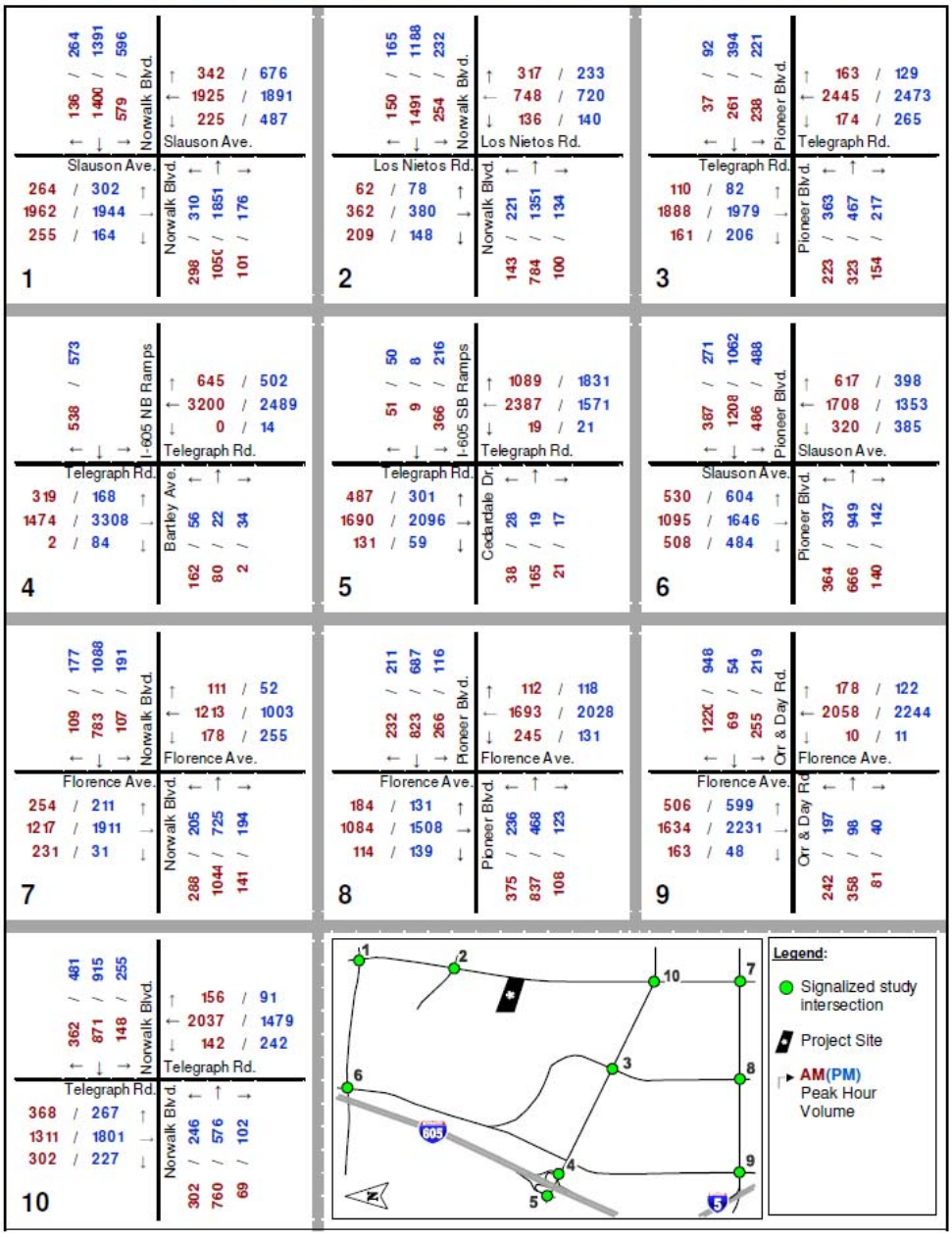
Peak hour traffic operations at each study intersection were evaluated for the Opening Year 2017 baseline conditions (without the Project) based on the above traffic volume adjustments. As shown in ***Table 3-1***, all of the study area intersections would continue to operate at their existing levels of service (LOS) during the weekday peak hours in the Year 2017. The only exception is at the intersection of Telegraph Road and Norwalk Boulevard, in which the PM peak hour service would degrade from LOS E to LOS F with the addition of background traffic growth and cumulative development peak hour trips.

Table 3-1. Intersection Levels of Service - Opening Year (2017) Conditions Without Project

No.	Intersection	Peak Hour	Opening Year 2017 (Without Project)	
			V/C [1]	LOS [2]
1	Slauson Avenue at Norwalk Boulevard	AM	1.339	F
		PM	1.659	F
2	Los Nietos Road at Norwalk Boulevard	AM	0.874	D
		PM	0.870	D
3	Telegraph Road at Pioneer Boulevard	AM	0.938	E
		PM	0.987	E
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	AM	1.304	F
		PM	1.072	F
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	AM	1.266	F
		PM	1.410	F
6	Slauson Avenue at Pioneer Boulevard	AM	1.430	F
		PM	1.351	F
7	Florence Avenue at Norwalk Boulevard	AM	0.985	E
		PM	1.217	F
8	Florence Avenue at Pioneer Boulevard	AM	1.105	F
		PM	1.059	F
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	AM	1.226	F
		PM	1.225	F
10	Telegraph Road at Norwalk Boulevard	AM	1.174	F
		PM	1.005	F

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

Figure 3-1. Opening Year 2017 Without Project Traffic Volumes – Weekday AM/PM Peak Hours



3.2 Opening Year 2017 Project Conditions, With Project

3.2.1 Project Description

The Rexford Industrial Warehouse Project consists of a proposed 200,476 square-foot warehouse facility comprised of a single one-story building, with 8,437 square feet of ancillary first- and mezzanine-level office use. Vehicular access will be provided from two, 40-foot driveways along the east side of the site on Norwalk Boulevard. The warehouse will be split into four future leasees within the building, and will provide a total of 35 truck loading dock doors along the north building face. ***Figure 3-2*** shows the current project site plan.

3.2.2 Project Trip Generation

Trip generation estimates for the project were developed using trip rates contained in the Institute of Transportation Engineers' (ITE) Trip Generation, 9th Edition based on the Warehousing land use category, ITE Code 150. Project traffic will consist of a mix of passenger car and heavy vehicle (truck) 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 956 PCE trips, 78 AM peak hour PCE trips (62 in, 16 out) and 86 PM peak hour PCE trips (22 in, 64 out). ***Table 3-2*** summarizes of the anticipated PCE-based AM/PM peak hour project trip generation.

3.2.3 Project Trip Distribution

Project trips were distributed to the study area roadway network through a comprehensive evaluation of existing peak hour traffic volume patterns, the project site and access plan, prevailing truck routes in the City of Santa Fe Springs, and logical travel routes between regional connectors and the project site. In addition, regional statistical area trip distribution projections from the Los Angeles County Congestion Management Program (RSA #22) were used to approximate the work and non-work based trip distribution percentages to and from the site within the subregion and surrounding areas. From his method, it was estimated that 71 percent of site traffic will access the site from the south on Norwalk Boulevard, while the remaining 29 percent of site traffic will access the site from the north on Norwalk Boulevard.

The weekday AM and PM peak hour project trip generation estimates were then assigned to the surrounding street network, as shown in **Figures 3-3** and **3-4**, below.

Table 3-2. Project Trip Generation

Description		Size / Units[2]	Truck Splits				Passenger Cars	TOTAL
			Large 2-Axle Trucks	3-Axle Trucks	4+ Axle Trucks	All Trucks		
Land Use/ ITE Code:	Warehousing (#150)	200.476 KSFGFA	0.40%	5.60%	14.00%	20.00%	80.00%	100%
Trip Generation Rate[1]		Trips per KSF						
Daily			0.014	0.199	0.498	0.712	2.848	**3.56**
Morning (AM) Peak Hour			0.001	0.017	0.042	0.060	0.240	**0.30**
Evening (PM) Peak Hour			0.001	0.018	0.045	0.064	0.256	**0.32**
Trip Generation (vehicles)		Trips per Period						
Daily			3	40	100	143	571	**714**
Morning (AM) Peak Hour			0	3	8	11	48	**59**
Inbound	79%		*(0.00)*	*(2.37)*	*(6.32)*	*(9)*	*(38)*	*(47)*
Outbound	21%		*(0.00)*	*(0.63)*	*(1.68)*	*(2)*	*(10)*	*(12)*
Evening (PM) Peak Hour			0	4	9	13	51	**64**
Inbound	25%		*(0.00)*	*(1.00)*	*(2.25)*	*(3)*	*(13)*	*(16)*
Outbound	75%		*(0.00)*	*(3.00)*	*(6.75)*	*(10)*	*(38)*	*(48)*
Passenger Car Equivalency (PCE)		Cars per unit	1.50	2.00	3.00	2.69	1.00	1.34
Trip Generation (PCEs)		PCEs per Period						
Daily			5	80	300	385	571	**956**
Morning (AM) Peak Hour			0	6	24	30	48	**78**
Inbound	69%		*(0.00)*	*(4.74)*	*(18.96)*	(24)	*(38)*	(62)
Outbound	31%		*(0.00)*	*(1.26)*	*(5.04)*	(6)	*(10)*	(16)
Evening (PM) Peak Hour			0	8	27	35	51	**86**
Inbound	31%		*(0.00)*	*(2.00)*	*(6.75)*	(9)	*(13)*	(22)
Outbound	69%		*(0.00)*	*(6.00)*	*(20.25)*	(26)	*(38)*	(64)

[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

Fig. 3-2. Site Plan



Figure 3-3. Project Trip Distribution – Weekday AM/PM Peak Hours

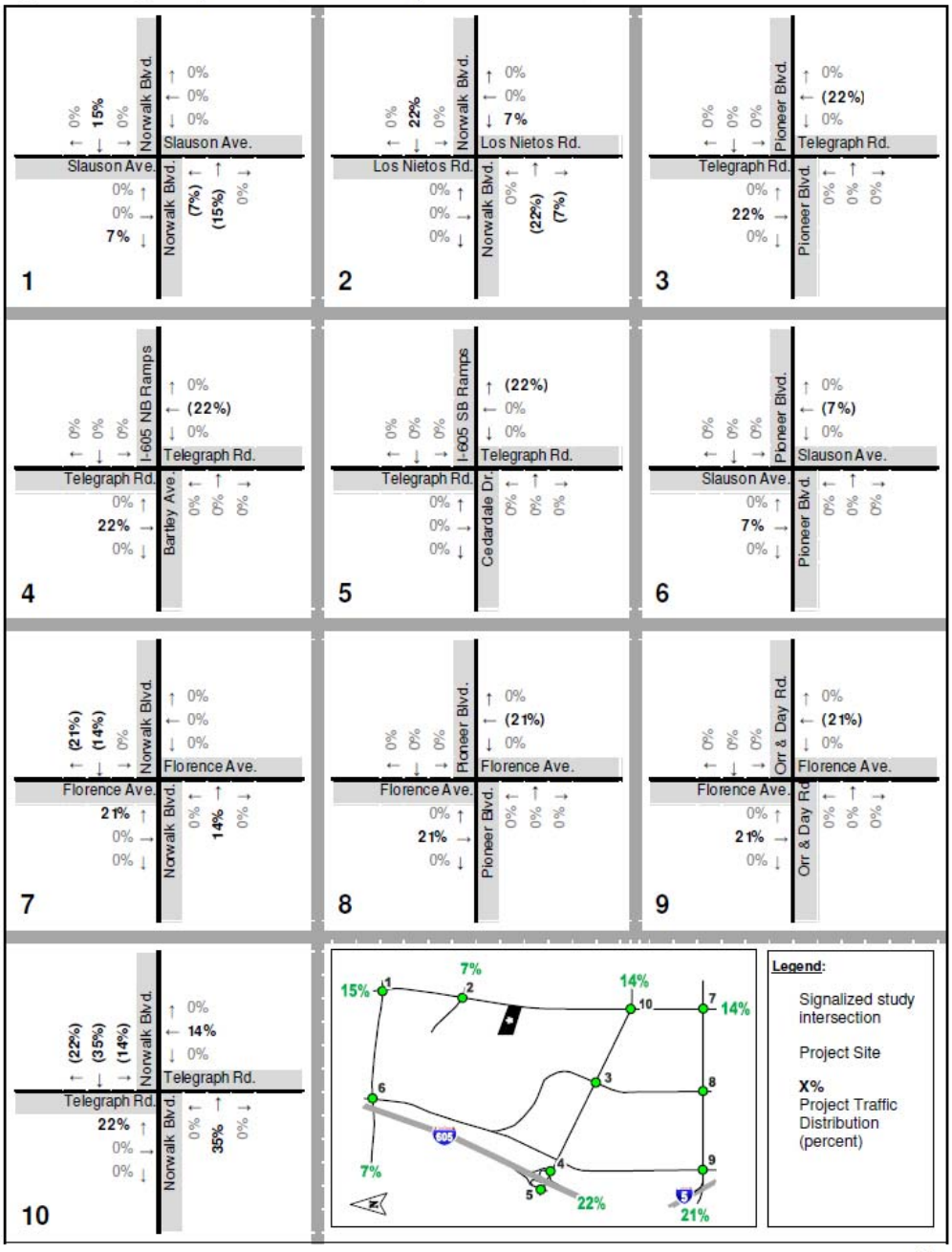
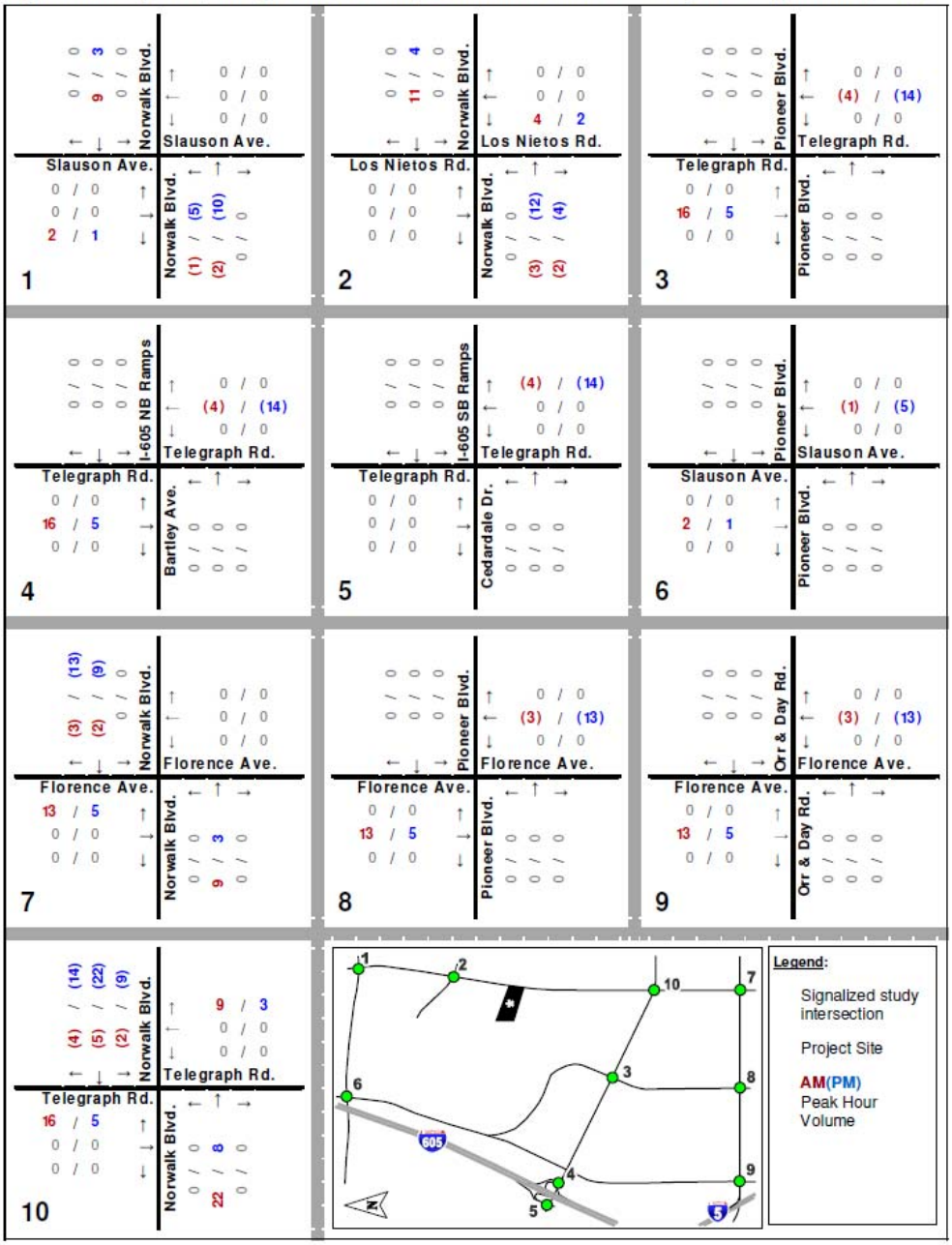


Figure 3-4. Project Trip Assignment, Weekday AM/PM Peak Hour – Passenger Car Equivalents (PCE)



3.2.4 Opening Year 2017, With Project Intersection LOS

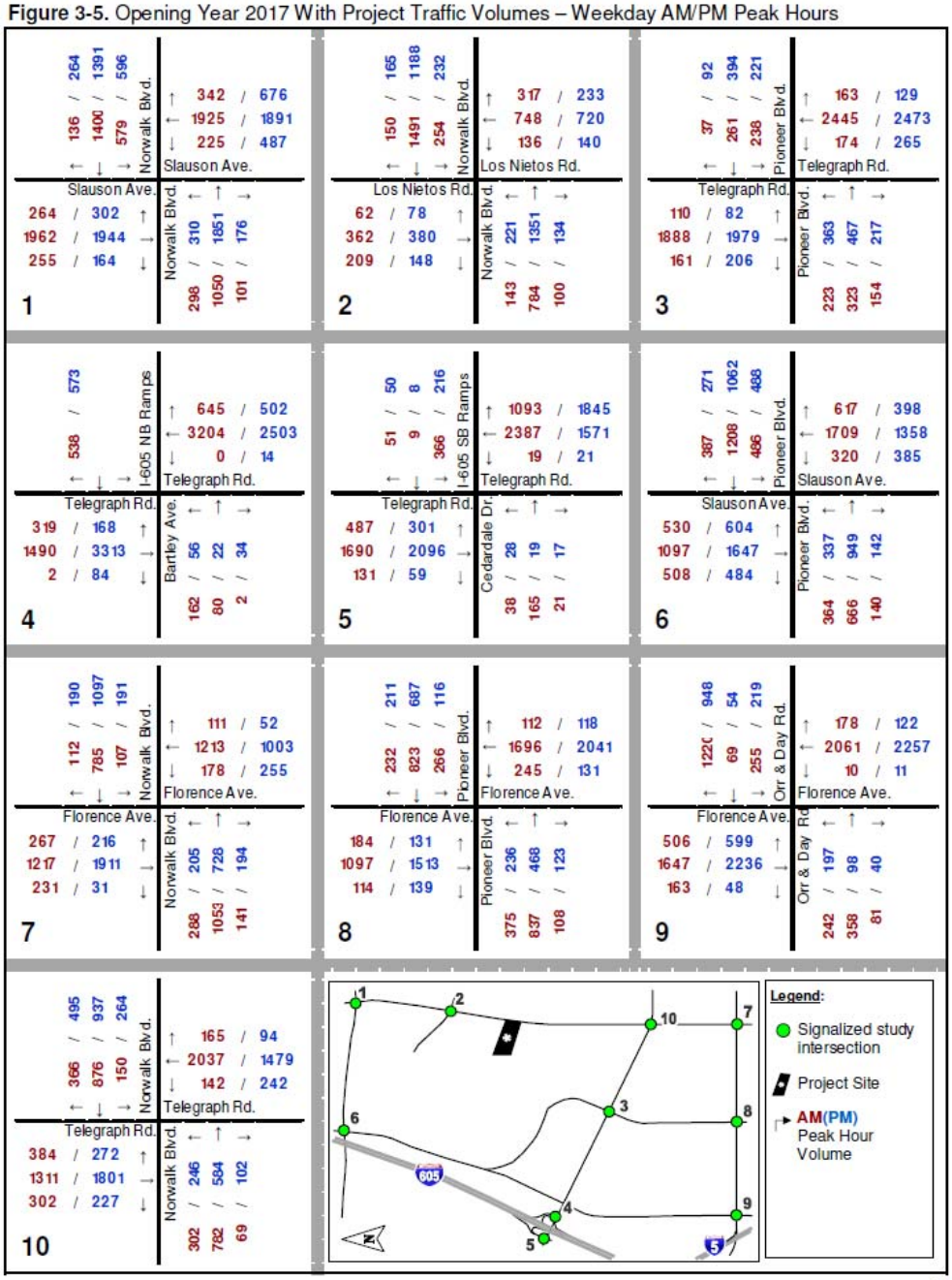
The Opening Year 2017 Plus Project analysis scenario represents the added weekday AM and PM peak hour project traffic to the future roadway and traffic conditions. As shown in **Table 3-3** below, based on the level of service analysis, all ten study intersections will continue to operate at their pre-project LOS in the AM and PM peak hours during the typical weekday.

Table 3-3. Intersection Levels of Service - Opening Year (2017) Conditions With Project

No.	Intersection	Peak Hour	Opening Year 2017 (With Project)	
			V/C [1]	LOS [2]
1	Slauson Avenue at Norwalk Boulevard	AM	1.339	F
		PM	1.662	F
2	Los Nietos Road at Norwalk Boulevard	AM	0.877	D
		PM	0.874	D
3	Telegraph Road at Pioneer Boulevard	AM	0.938	E
		PM	0.988	E
4	Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	AM	1.305	F
		PM	1.075	F
5	Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	AM	1.266	F
		PM	1.419	F
6	Slauson Avenue at Pioneer Boulevard	AM	1.431	F
		PM	1.352	F
7	Florence Avenue at Norwalk Boulevard	AM	0.993	E
		PM	1.220	F
8	Florence Avenue at Pioneer Boulevard	AM	1.106	F
		PM	1.062	F
9	Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	AM	1.227	F
		PM	1.229	F
10	Telegraph Road at Norwalk Boulevard	AM	1.186	F
		PM	1.011	F

Figure 3-5 illustrates the Opening Year 2017 With Project AM and PM peak hour traffic volumes at each of the ten study intersections.

Figure 3-5. Opening Year 2017 With Project Traffic Volumes – Weekday AM/PM Peak Hours



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 2017 volume-to-capacity ratios and LOS were compared without and with the project conditions. The analysis of potential impacts related to traffic and circulation indicate that the proposed project may result in localized, site specific impacts in the absence of mitigation at the intersection of Telegraph Road and Norwalk Boulevard during the weekday PM peak hour period.

As a result, the following mitigation will ensure that impacts due to the proposed project will remain at a level of insignificance:

The City of Santa Fe Springs transportation staff have previously discussed the possibility of widening Norwalk Boulevard to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E. The increase in ICU attributable to the project would be below the level of significance. Due to the built-out conditions and physical constraints at the remaining corners at this intersection, no other feasible mitigation such as lane additions, widening, or restriping are available. Should the City of Santa Fe Springs proceed with the planning and programming of this improvement, the applicant will coordinate with city staff to enter a cooperative fair-share mitigation program along with other developments in the area.

Alternatively, the project may contribute an equal fair-share to the City of Santa Fe Springs through either:

(1) A traffic impact fee (TIF) for the City to apply toward local capital improvement projects at the intersection of Telegraph/Norwalk, based on an established TIF rate per square feet of building area for the warehouse negotiated by the applicant and City staff; or

(2) A request to the L.A. County Public Works through city staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

Table 4-1 summarizes the above comparative analyses illustrating the change in ICU (i.e., intersection volume-to-capacity increase due to the Project) and LOS at each study location.

Traffic Impact Study for
Rexford Industrial 200,476-SF Warehouse Building at 9615 Norwalk Boulevard
City of Santa Fe Springs, CA

Table 4-1. Comparison of Intersection V/C, LOS and Project Impact Significance [1]

Intersection	Peak Hour	Existing Conditions (Year 2016)		Opening Year 2017 Without Project		Opening Year 2017 With Project		Change
1.) Slauson Avenue at Norwalk Boulevard	AM	1.328	F	1.339	F	1.339	F	+0.000
	PM	1.642	F	1.659	F	1.662	F	+0.003
2.) Los Nietos Road at Norwalk Boulevard	AM	0.866	D	0.874	D	0.877	D	+0.003
	PM	0.861	D	0.870	D	0.874	D	+0.004
3.) Telegraph Road at Pioneer Boulevard	AM	0.928	E	0.938	E	0.938	E	+0.000
	PM	0.978	E	0.987	E	0.988	E	+0.001
4.) Telegraph Road at I-605 NB On/Off-Ramps & Bartley Avenue	AM	1.291	F	1.304	F	1.305	F	+0.001
	PM	1.061	F	1.072	F	1.075	F	+0.003
5.) Telegraph Road at I-605 SB On/Off-Ramps & Cedardale Drive	AM	1.254	F	1.266	F	1.266	F	+0.000
	PM	1.396	F	1.410	F	1.419	F	+0.009
6.) Slauson Avenue at Pioneer Boulevard	AM	1.417	F	1.430	F	1.431	F	+0.001
	PM	1.339	F	1.351	F	1.352	F	+0.001
7.) Florence Avenue at Norwalk Boulevard	AM	0.976	E	0.985	E	0.993	E	+0.008
	PM	1.201	F	1.217	F	1.220	F	+0.003
8.) Florence Avenue at Pioneer Boulevard	AM	1.095	F	1.105	F	1.106	F	+0.001
	PM	1.046	F	1.059	F	1.062	F	+0.003
9.) Florence Avenue at Orr and Day Road & I-5 NB On-Ramp	AM	1.214	F	1.226	F	1.227	F	+0.001
	PM	1.210	F	1.225	F	1.229	F	+0.004
10.) Telegraph Road at Norwalk Boulevard	**AM**	**1.162**	**F**	**1.174**	**F**	**1.186**	**F**	**+0.012**
	PM	0.996	E	1.005	F	1.011	F	+0.006

[1] V/C: Intersection volume-to-capacity ratio (ICU-2003 method), LOS: Level of Service
Potential significant peak hour traffic impact based on the ICU change with Project exceeding significance thresholds.

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 roadways to the project site are designated along Imperial Highway and Artesia Boulevard, both of which are located to the south of the project area. Since these CMP arterials are located outside of the study area and would not be affected by site-generated traffic, a CMP analysis is not required for this traffic impact study.

6.0 CONCLUSION

- The project owner, *Rexford Industrial*, has proposed to build a 200,476-square foot warehousing project on the west side of Norwalk Boulevard, approximately 1/3 mile south of Los Nietos Road and 2/3 mile north of Telegraph Road. The existing parcel is currently site is currently vacant.
- The project site located within an existing M-1 (Light Industrial) zone in the central part of the City.
- The project is estimated to generate 956 daily PCE trips, with 78 PCE trips (62 inbound, 16 outbound) occurring in the AM Peak Hour and 86 PCE trips (22 inbound, 64 outbound) occurring in the PM Peak Hour.
- The traffic impact analysis evaluated typical weekday AM and PM peak hour intersections operations at ten (10) signalized study intersections in the vicinity of the proposed site.
- The results of the Existing Conditions analysis show that the signalized intersection located nearest to the site at Norwalk Boulevard and Los Nietos Road is operating at an acceptable level of service (LOS) "D" during the weekday AM and PM peak hours. The remaining nine study intersections are operating at deficient levels of service LOS "E" and/or "F" during one or both of the weekday morning and afternoon peak hours.
- The anticipated Project Completion Year is late in 2017. Minagar & Associates, Inc. applied a conservative +1.0% annual growth factor to account for any ambient traffic growth in the area prior to the opening of the Project. In addition, future generated site traffic from the nearby CJI Warehouse project, located at the southeast corner of Telegraph Road and Bloomfield Avenue, has been added to the future traffic analysis baseline since this development is expected to be complete prior to the opening of the proposed Project.

- Evaluation of the Project Opening Year 2017 (Without and With Project) scenario revealed that the intersection of Norwalk Boulevard and Telegraph Road (Study Location #10) would be significantly impacted by project-related traffic in the PM peak hour. In order to reduce project-specific impacts at this intersection, the applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share contribution along with other surrounding developments to improve the peak hour LOS of the intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

  - Alternative #1. Widening Norwalk Boulevard to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

  - Alternative #2. Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

  - Alternative #3. Request to the L.A. County Public Works through city staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

- With the implementation of the above alternative mitigation measures at the intersection of Telegraph Road and Norwalk Boulevard, the project would minimize project-specific traffic impacts to less-than-significant levels during the weekday peak hours. It is therefore concluded that upon approval of a mitigation plan, the proposed project would satisfy the traffic/transportation impact requirements of the California Environmental Quality Act (CEQA) and can be accommodated within the Circulation Element of the City of Santa Fe Springs' General Plan.

APPENDIX C – UTILITIES WORKSHEETS

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 usage. The independent variable to be entered is identified by shading. For residential 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 table.

Tables 3 through 7 Calculation of Project Impacts

Tables 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 useagefor new development. Default generation rates provided in the shaded areas may be changed.

Table 5 Water Consumption - This Table calculates the projected water consumption ratesfor 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 Project Name: 9615 Norwalk, Santa Fe Springs

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	Independent	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	No. of Units	0
Office Uses	**Variable**	**Total Floor Area**
Office	Sq. Ft.	0
Medical Office Building	Sq. Ft.	0
Office Park	Sq. Ft.	0
Bank/Financial Services	Sq. Ft.	0
Commercial Uses	**Variable**	**Floor Area/Rooms**
Specialty Retail Commercial	Sq. Ft.	0
Convenience Store	Sq. Ft.	0
Movie Theater	Sq. Ft.	0
Shopping Center	Sq. Ft.	0
Sit-Down Restaurant	Sq. Ft.	0
Fast-Food Restaurant	Sq. Ft.	0
Hotel	Rooms	0
Manufacturing Uses	**Variable**	**Total Floor Area**
Industrial Park	Sq. Ft.	0
Manufacturing	Sq. Ft.	0
General Light Industry	Sq. Ft.	0
Warehouse	Sq. Ft.	199,987
Public/Institutional	**Variable**	**Total Floor Area**
Public/Institutional	Sq. Ft.	0
Open Space	Sq. Ft.	0

Table 2: Projected Utility Consumption and Generation

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

Utilities Consumption and Generation	Factor	Rates
Electrical Consumption	kWh/day	2,630
Natural Gas Consumption	cubic feet/day	2,575
Water Consumption	gallons/day	2,000
Sewage Generation	gallons/day	1,600
Solid Waste Generation	pounds/day	1,200

Table 3: Electrical Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**kWh**	**Variable**	**kWh/Unit/Day**
Single-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Medium Density Residential	0	5,625.00	kWh/Unit/Year	0.0
Multiple-Family Residential	0	5,625.00	kWh/Unit/Year	0.0
Mobile Home	0	4,644.00	kWh/Unit/Year	0.0
Office Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Office	0	20.80	kWh/Sq. Ft./Year	0.0
Medical Office Building	0	14.20	kWh/Sq. Ft./Year	0.0
Office Park	0	20.80	kWh/Sq. Ft./Year	0.0
Bank/Financial Services	0	20.80	kWh/Sq. Ft./Year	0.0
Commercial Uses	**Sq. Ft./Rooms**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Specialty Retail Commercial	0	16.00	kWh/Sq. Ft./Year	0.0
Convenience Store	0	16.00	kWh/Sq. Ft./Year	0.0
Movie Theater	0	16.00	kWh/Sq. Ft./Year	0.0
Shopping Center	0	35.90	kWh/Sq. Ft./Year	0

Sit-Down Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Fast-Food Restaurant	0	49.10	kWh/Sq. Ft./Year	0.0
Hotel	0	8,955.00	kWh/Sq. Ft./Year	0.0
Manufacturing Uses	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Industrial Park	0	4.80	kWh/Sq. Ft./Year	0.0
Manufacturing	0	4.80	kWh/Sq. Ft./Year	0.0
General Light Industry	0	4.80	kWh/Sq. Ft./Year	0.0
Warehouse	199,987	4.80	kWh/Sq. Ft./Year	2,630.0
Public/Institutional	**Sq. Ft.**	**kWh**	**Variable**	**kWh/Sq. Ft./Day**
Public/Institutional	0	4.80	kWh/Sq. Ft./Year	0.0
Open Space	0	0.00	kWh/Sq. Ft./Year	0.0
Total Daily Electrical Consumption (kWh/day)				2,630.0

Sources:
Residential rates were derived from the SCAQMD's CEQA Air Quality Handbook (April 1993).
All other rates are from Common Forecasting Methodology VII Demand Forms, 1989

Table 4: Natural Gas Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Single-Family Residential	0	6,665.00	Cu. Ft./Mo./Unit	0.0
Medium Density Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Multiple-Family Residential	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Mobile Home	0	4,011.50	Cu. Ft./Mo./Unit	0.0
Office Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Office	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Medical Office Building	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Office Park	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0

Bank/Financial Services	0	2.00	Cu. Ft./Mo./Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Specialty Retail Commercial	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Convenience Store	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Movie Theater	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Shopping Center	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Sit-Down Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Fast-Food Restaurant	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Hotel	0		Cu. Ft./Mo./Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Industrial Park	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Manufacturing	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
General Light Industry	0	4.70	Cu. Ft./Mo./Sq. Ft.	0.0
Warehouse	199,987	4.70	Cu. Ft./Mo./Sq. Ft.	2,575.2
Public/Institutional Use	**Sq. Ft.**	**Cu. Ft. of Nat. Gas**	**Variable**	**Cu. Ft./Day**
Public/Institutional	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Open Space	0	2.90	Cu. Ft./Mo./Sq. Ft.	0.0
Total Daily Natural Gas Consumption (cubic feet/day)				2,575.2

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

Table 5: Water Consumption

Project Component	Units of Measure	Consumption Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Water**	**Variable**	**Gals./Day**
Single-Family Residential	0	250.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0

Multiple-Family Residential	0	200.00	Gals./Day/Unit	0.0
Mobile Home	0	200.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Office	0	0.14	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.14	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.14	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Room**	**Gals. of Water**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.10	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.10	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.10	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.10	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.40	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.11	Gals./Day/Sq. Ft.	0.0
Hotel	0	130.00	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Industrial Park	0	0.14	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.14	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.14	Gals./Day/Sq. Ft.	0.0
Warehouse	199,987	0.01	Gals./Day/Sq. Ft.	1,999.9
Public/Institutional Use	**Sq. Ft.**	**Gals. of Water**	**Variable**	**Gals./Day**
Public/Institutional	0	0.10	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.10	Gals./Day/Sq. Ft.	0.0
Total Daily Water Consumption (gallons/day)				1,999.9

Sources:

Source: Derived from Orange County Sanitation District rates (150% of effluent generation).

Table 6: Sewage Generation

Project Component	Units of Measure	Generation Factor		Projected Consumption
Residential Uses	**No. of Units**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Single-Family Residential	0	230.00	Gals./Day/Unit	0.0
Medium Density Residential	0	200.00	Gals./Day/Unit	0.0
Multiple-Family Residential	0	120.00	Gals./Day/Unit	0.0
Mobile Home	0	180.00	Gals./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Office	0	0.11	Gals./Day/Sq. Ft.	0.0
Medical Office Building	0	0.11	Gals./Day/Sq. Ft.	0.0
Office Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Bank/Financial Services	0	0.11	Gals./Day/Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Specialty Retail Commercial	0	0.08	Gals./Day/Sq. Ft.	0.0
Convenience Store	0	0.08	Gals./Day/Sq. Ft.	0.0
Movie Theater	0	0.08	Gals./Day/Sq. Ft.	0.0
Shopping Center	0	0.08	Gals./Day/Sq. Ft.	0.0
Sit-Down Restaurant	0	0.30	Gals./Day/Sq. Ft.	0.0
Fast-Food Restaurant	0	0.08	Gals./Day/Sq. Ft.	0.0
Hotel	0	105	Gals./Day/Room.	0.0
Manufacturing Uses	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Industrial Park	0	0.11	Gals./Day/Sq. Ft.	0.0
Manufacturing	0	0.11	Gals./Day/Sq. Ft.	0.0
General Light Industry	0	0.11	Gals./Day/Sq. Ft.	0.0
Warehouse	199,987	0.01	Gals./Day/Sq. Ft.	1,599.9
Public/Institutional Use	**Sq. Ft.**	**Gals. of Effluent**	**Variable**	**Gals./Day**
Public/Institutional	0	0.08	Gals./Day/Sq. Ft.	0.0
Open Space	0	0.08	Gals./Day/Sq. Ft.	0.0
Total Daily Sewage Generation (gallons/day)				1,599.9

Source: Orange County Sanitation Districts.

Table 7: Solid Waste Generation

Project Component	Units of Measure	Generation Factor		Projected Generation
Residential Uses	**No. of Units**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Single-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Medium Density Residential	0	4.00	Lbs./Day/Unit	0.0
Multiple-Family Residential	0	4.00	Lbs./Day/Unit	0.0
Mobile Home	0	4.00	Lbs./Day/Unit	0.0
Office Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Office	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Medical Office Building	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Office Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Bank/Financial Services	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Commercial Uses	**Sq. Ft./Rooms**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Specialty Retail Commercial	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Convenience Store	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Movie Theater	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Shopping Center	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Sit-Down Restaurant	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Fast-Food Restaurant	0	42.00	Lbs./Day/1,000 Sq. Ft.	0.0
Hotel	0		Lbs./Day/Room	0.0
Manufacturing Uses	**Sq. Ft.**	**Lbs.of Waste**	**Variable**	**Lbs./Day**
Industrial Park	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Manufacturing	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
General Light Industry	0	6.00	Lbs./Day/1,000 Sq. Ft.	0.0
Warehouse	199,987	6.00	Lbs./Day/1,000 Sq. Ft.	1,199.9

Public/Institutional Use	Sq. Ft.	Lbs.of Waste	Variable	Lbs./Day
Public/Institutional	0	4.00	Lbs./Day/1,000 Sq. Ft.	0.0
Open Space	0	3.00	Lbs./Day/1,000 Sq. Ft.	0.0
Total Daily Solid Waste Generation				1,199.9

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

MITIGATION MONITORING AND REPORTING PROGRAM

REXFORD INDUSTRIAL DEVELOPMENT
9615 NORWALK BOULEVARD
SANTA FE SPRINGS, CALIFORNIA
DEVELOPMENT PLAN APPROVAL (DPA) 914

LEAD AGENCY:

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

REPORT PREPARED BY:

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JULY 15, 2016
SFSP 031

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1. OVERVIEW OF THE PROJECT

The City of Santa Fe Springs is considering an application to construct and operate a new industrial building within a 10.26-acre (447,107 square foot) site located at 9615 Norwalk Boulevard within the City of Santa Fe Springs. The proposed project, if approved, will consist of a concrete tilt-up industrial building and will have a total floor area of 199,987 square feet. The proposed project will consist of 191,550 square feet of warehousing, 4,599 square feet of first floor office space, and 3,838 square feet of mezzanine office space. The new industrial building will include 35 truck loading docks on the building's north-facing elevation. Parking will be provided on surface parking areas and will include 251 stalls. The parking area will be located around all sides of the new industrial building and will include seven ADA parking stalls, six clean air vehicle parking stalls, and an additional nine truck parking stalls and seven bicycle racks. Access to the proposed development will be provided by two 40-foot-wide driveways located along Norwalk Boulevard. The proposed building will have a maximum height of 42 feet. Lastly, a total of 32,008 square feet will be dedicated for landscaping.

2. FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

The Initial Study prepared for the proposed project indicated that the proposed project will not 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, 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.

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 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 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. No more than 5.0 acres may be graded on any single construction day.

Mitigation Measure No. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 6 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the

ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.

The following mitigation is required to ensure that potential impacts are mitigated to impacts that are less than significant:

Mitigation Measure No. 7 (Hazards & Hazardous Materials Impacts). Groundwater monitoring wells shall be removed according to applicable regulations.

Mitigation Measure No. 8 (Hazards & Hazardous Materials Impacts). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.

Mitigation Measure No. 9 (Hazards & Hazardous Materials Impacts). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.

Mitigation Measure No. 10 (Hazards & Hazardous Materials Impacts). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.

The following mitigation is required as part of the proposed project's implementation to ensure potential water quality impacts are mitigated:

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

Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

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

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

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

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

Mitigation Measure No. 15 (Public Services Impacts). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.

Mitigation Measure No. 16 (Public Services Impacts). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.

The analysis of potential impacts related to traffic and circulation indicated that an impact related to increased traffic generation will result upon the project's implementation. Evaluation of the Project Opening Year 2017 (Without and With Project) scenario revealed that the intersection of Norwalk Boulevard and Telegraph Road (Study Location #10) would be significantly impacted by project-related traffic in the PM peak hour. In order to reduce project-specific impacts at this intersection, the applicant shall coordinate with the City of Santa Fe Springs to identify a fair-share contribution along with other surrounding developments to improve the peak hour LOS of the intersection. Potential alternatives to improve the identified deficient PM peak hour LOS include:

Mitigation Measure No. 17 (Transportation and Circulation). Pursuant to the CMP, Norwalk Boulevard may be widened to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.

Mitigation Measure No. 18 (Transportation and Circulation). Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the Applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.

Mitigation Measure No. 19 (Transportation and Circulation). Request to the L.A. County Public Works through City staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.

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.

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 ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 2 (Aesthetics). An interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting shall be prepared by the Applicant and submitted for review and approval by the Planning and Development Department, Police Services Department, and the Chief Building Official.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	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 ● *(The 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 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. No more than 5.0 acres may be graded on any single construction day.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The 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. 5 (Air Quality). To ensure that odors from diesel equipment are kept to a minimum, the project contractors shall ensure that all diesel trucks and equipment are not left to idle for longer than five minutes.	City of Santa Fe Springs Planning and Development Department and the SCAQMD ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 6 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities. The Native American Monitor(s) will complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil and any cultural materials identified. The monitor(s) will photo-document the ground disturbing activities. The monitor(s) must also have Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) will be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources.	City of Santa Fe Springs Planning and Development Department and the Gabrieleño Band of Mission Indians, Kizh Nation ● *(The Applicant is responsible for implementation)*	*Prior to the start of any construction related activities.* ● Mitigation ends when ground disturbance is completed or otherwise noted by the tribal representative.	Date: Name & Title:
Mitigation Measure No. 7 (Hazards and Hazardous Materials). Groundwater monitoring wells shall be removed according to applicable regulations.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to the start of any construction related activities.* ● Mitigation ends when wells are removed.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 8 (Hazards and Hazardous Materials). The existing buildings may contain ACMs and/or LBPs. As a result, a ACM/LBP survey shall be completed prior to the building demolition to assess the occurrence of these hazardous materials. Pursuant to Federal and State regulations, all suspect ACMs should either be presumed to contain asbestos or adequate rebuttal sampling should be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s). In addition, an *Asbestos Operations and Maintenance Program* should be implemented by the owner to manage the suspect ACMs in-place, and required notices should be provided to tenants, employees and contractors.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*Prior to demolition of existing buildings* ● Mitigation ends when surveys are complete.	Date: Name & Title:
Mitigation Measure No. 9 (Hazards and Hazardous Materials). A vapor barrier must be installed below the entire building slabs to prevent the intrusion of methane into the proposed project. The vapor barrier must comply with all requirements set by the City of Santa Fe Springs Department of Fire and Rescue.	City of Santa Fe Springs Planning and Development Department ● *(The Applicant is responsible for implementation)*	*During the project's construction phase.* ● The vapor barrier will remain below the two new buildings throughout their operational lifetime.	Date: Name & Title:
Mitigation Measure No. 10 (Hazards and Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing materials, lead paint, underground septic tanks, and other hazardous substances and materials that may be encountered during demolition and land clearance activities. Documentation as to the amount, type, and evidence of disposal of materials at an appropriate hazardous material landfill site shall be provided to the Chief Building Official prior to the issuance of any building permits. Any contamination encountered during the demolition, grading, and/or site preparation activities must also be removed and disposed of in accordance with applicable laws prior to the issuance of any building permit.	City of Santa Fe Springs Planning and Development Department, Chief Building Official ● *(The Applicant is responsible for implementation)*	*Prior to the issuance of any Building Permits* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 11 (Hydrology and Water Quality). Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the Applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The 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). 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.	City of Santa Fe Springs Planning and Development Department, Chief Building Official and City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 13 (Hydrology and Water Quality). All catch basins and public access points that cross or abut an open channel shall be marked by the Applicant with a water quality label in accordance with City standards. This measure must be completed and approved by the City Engineer prior to the issuance of a Certificate of Occupancy.	City of Santa Fe Springs Planning and Development Department, City Engineer ● *(The Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.	City of Santa Fe Springs Planning and Development Department, City Engineer ● *(The 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. 15 (Public Services). The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. The Department will also review the project's emergency access and clearance.	Santa Fe Springs Department of Fire and Rescue ● *(The Applicant is responsible for implementation)*	*During final plan check.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 16 (Public Services). The City of Santa Fe Springs Department of Police Services shall review the site plan for the proposed project to ensure that the development adheres to Department requirements.	Santa Fe Springs Department of Police Services ● *(The Applicant is responsible for implementation)*	*During final plan check.* ● Mitigation ends at the completion of the construction phase.	Date: Name & Title:
Mitigation Measure No. 17 (Transportation and Circulation). Pursuant to the CMP, Norwalk Boulevard may be widened to provide a third southbound through lane at the intersection. Analysis of this mitigation measure shows that the intersection level of service (LOS) would improve the morning and afternoon peak-hour ICU by -5% and -7% of their existing levels, respectively. The LOS during the PM peak hour would improve from LOS F to LOS E, and the increase in ICU attributable to the project would be below the level of significance.	City of Santa Fe Springs Planning and Development Department, City Engineer	*Long-range Citywide traffic mitigation program*	Not Applicable
Mitigation Measure No. 18 (Transportation and Circulation). Contribute a fair-share payment based on a traffic impact fee (TIF) per square feet of building area for the warehouse, to be negotiated by the Applicant and City staff. The TIF contribution would be applied directly toward local capital improvement projects at the intersection of Telegraph/Norwalk.	City of Santa Fe Springs Planning and Development Department, City Engineer	*Long-range Citywide traffic mitigation program*	Not Applicable

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 19 (Transportation and Circulation). Request to the L.A. County Public Works through City staff to identify any current or future plans to implement future traffic signal timing/phasing improvements, Intelligent Transportation Systems (ITS) upgrades or other advanced traffic management systems (ATMS) on Telegraph Road at Norwalk Boulevard. Telegraph Road is part of LACDPW's "I-5 Telegraph Road Corridor" Project in the Gateway Cities Traffic Signal Synchronization and Bus Speed Improvement Program. Conditional to prevailing interagency agreements between the City of Santa Fe Springs and L.A. County regarding implementing ITS/ATMS improvements on Telegraph Road, the City may also consider levying TIF contributions toward funding these improvements to serve as mitigation for project impacts. At this time, the degree of effectiveness of such improvements would be unknown; however, the improvements would likely improve the LOS and deficient peak hour ICU rating at this intersection.	City of Santa Fe Springs Planning and Development Department, City Engineer	*Long-range Citywide traffic mitigation program*	Not Applicable

PUBLIC HEARING

Development Plan Approval Case No. 918

A request for approval to apply an exterior façade and appurtenant improvements to an existing ±29,950 sq. ft. multi-tenant industrial building at 15421 Carmenita Road (APN: 7005-004-024), within the M-2-FOZ, Heavy Manufacturing - Freeway Overlay, Zone. (Carmenita Property, LLC)

RECOMMENDATIONS

Staff recommends that the Planning Commission:

1. Open the Public Hearing and receive any comments from the public regarding Carmenita Property, and thereafter, close the Public Hearing; and

2. Find that the proposed exterior façade and appurtenant improvements, if conducted in strict compliance with the conditions of approval, will be harmonious with adjoining properties and surrounding uses in the area and therefore will not be detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general; and

3. Find that the applicant's request meets the criteria set forth in §155.739 of the Zoning Regulations, for the granting of a Development Plan Approval; and

4. Find and determine that the project is categorically exempt pursuant to Section 15301, Class 1 (Existing Facilities), of the California Environmental Quality Act (CEQA), therefore, the proposed project is determined to be a categorically-exempt project, and no additional environmental analysis is necessary to meet the requirements of the CEQA; and

5. Approve Development Plan Approval Case No. 918, subject to the conditions of approval as contained with the Staff Report.

LOCATION / BACKGROUND

The subject site, located at 15421 Carmenita Road, is comprised of one parcel (APN: 7005-004-024) measuring approximately 3.32-acres. The site is zoned M-2-FOZ (Heavy Manufacturing – Freeway Overlay Zone) and has been utilized by various industrial uses since the early 1960s. It is currently developed with one multi-tenant industrial building that totals approximately 27,034 sq. ft. The subject site was once comprised of two multi-tenant industrial buildings of similar size until the north building and front portion of the southern building were removed by Caltrans to widen Carmenita Road for a new overpass.

Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: August 4, 2016

ITEM NO. 9

PROJECT DESCRIPTION

The applicant is requesting approval to apply an exterior facade to an existing 27,034 sq. ft. multi-tenant industrial building. To accommodate the widening of Carmenita Road, approximately 2,900 sq. ft. was removed from the east portion of the building to provide the required 30 ft. setback for a property that abuts a freeway on or off ramp. The proposed façade is consistent with architecture and colors of the existing building.

DETAILS OF PROPOSED CHANGES:

- 8" x 8" x 16" "split faces" concrete block wall painted to match existing
- New stucco with ½" G.I. metal screeds
- Stainless steel facing over decorative design element
- New landscape feature adjacent to new façade
- New 24' wide 2 way driveway
- New circulation and parking layout
- Two (2) new trash enclosures
- New landscape feature within setback area and adjacent to new driveway

Parking

According to site plan, a total of 60 parking stalls will be provided throughout the site, including 6 ADA parking stalls. As proposed, the project requires a total of 54 parking stalls; therefore, the project exceeds the minimum parking requirements set forth by the City's zoning regulations.

ZONING CODE REQUIREMENT

The procedures set forth in Section 155.378 (A) of the Zoning Regulations, states that a DPA is required within the Freeway Overlay Zone (FOZ) for the establishment of any building or structure, or an improvement or change to any building or structure, unless the underlying zone district specifies a Conditional Use Permit is required to establish a specific use.

Code Section:	Requirements
155.378 (A)	Section 155.378 (A) Development Plan Approval shall be required for the establishment of any building or structure, or an improvement or change to any building or structure within a Freeway Overlay Zone, unless the underlying zone district specifies a conditional use permit is required to establish a specific use.

STREETS AND HIGHWAYS

The subject site has frontage on Carmenita Road; Carmenita Road is designated as a "Major Highway" within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject site is zoned M-2-FOZ, Heavy Manufacturing – Freeway Overlay Zone. The adjoining properties to the north, south, and east, are zoned M-2-FOZ, Heavy Manufacturing – Freeway Overlay Zone, while properties to the west are zoned M-2, Heavy Manufacturing.

ENVIRONMENTAL DOCUMENTS

Upon review of the proposed project, staff has decided that the project is categorically exempt pursuant to Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA), in that, it only involves minor exterior improvements to an existing industrial building. No additional square footage is proposed and the existing uses will remain unchanged. Additional environmental analysis is therefore not necessary to meet the requirements of the CEQA. If the Planning Commission agrees, staff will file a Notice of Exemption (NOE) with the Los Angeles County Clerk within 5 days from the date the Planning Commission approves the proposed project.

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 July 27, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on July 27, 2016, and published in a newspaper of general circulation (Whittier Daily News) July 28, 2016, 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.

COMMISSION'S CONSIDERATIONS

As mentioned previously, Section 155.378 (A) of the Zoning Regulations, states that a Development Plan Approval is required within the Freeway Overlay Zone for the establishment of any building or structure, or an improvement or change to any building or structure, unless the underlying zone district specifies a conditional use permit is required to establish a specific use.

Additionally, the Commission should note that in accordance with Section 155.739 of the City's Zoning Regulations, before granting a Development Plan Approval, the Commission shall give consideration to the following:

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

Findings:
The proposed project is located within the M-2-FOZ, Heavy Manufacturing – Freeway Overlay Zone. Pursuant to Section -§ 155.377 of the Zoning Regulations "The purpose of the Freeway Overlay Zone is to maintain the land uses permitted within the underlying zone districts, while providing parameters to improve the aesthetic and functional characteristics of properties located adjacent to the freeway."

The proposed development is consistent with the purpose of the Freeway Overlay Zone in the following manner:

1. The land is appropriate for industrial uses based on its zoning, M-2-FOZ, Heavy Manufacturing – Freeway Overlay Zone, and its General Plan Land Use designation of Industrial.
2. Since the proposed development (an industrial business park) 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 of a new and attractive façade, the assessed value of the property will significantly improve thus leading to an increase in property values for both the subject property and neighboring properties.

(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:
As mentioned previously, the site was altered due to the expansion of the I-5, Santa Ana, Freeway. The applicant is planning to build a new exterior façade with new landscaping features to enhance the overall appearance of the existing industrial building. The architect used multiple variations in height, materials and color. Furthermore, the colors used for the façade will match the existing building. The result is an attractive project that is comparable to other high quality industrial projects here in Santa Fe Springs.

In addition, as proposed, the project meets or exceeds all requirements of the City's Zoning Regulations. No modification permits or zone variances are required for the proposed development. The project's overall compliance, therefore, further validates that is in harmony with the overall intent of the City's Zoning Regulations.

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

Findings:
The architectural design features for the façade will consist of a block wall, painted to match existing, with a stucco and metal screed design feature in the center. These architectural design elements break up the mass of the building, and present an attractive, distinctive façade to visitors as well as those traveling along Carmenita Road. Therefore, as designed, the new façade is suitable for all of its intended users, and the distinctive design of the façade 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 meet the minimum requirements set forth in the City's Zoning Regulations with the majority of the landscaping provided in the front setback area and where it is mostly visible from the street. Additionally, the proposed trash enclosures have all been strategically placed on the south and west side of the building and will not be accessible or directly visible to the public.

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

Findings:
As stated previously, the proposed building is contemporary and attractive. The architect used multiple variations in height, materials and color. The colors and design will mimic the features from the existing building. Additionally, the style and architecture of the proposed façade is consistent with other 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."

Staff finds that the new contemporary façade is attractive and thus will be an enhancement to the overall building and area. Staff believes that proper attention has been giving to the size and design of the proposed façade. This is evident in the project's overall compliance with the Code. As proposed, the project meets or exceeds all requirements of the City's Zoning Regulations.

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

AUTHORITY OF PLANNING COMMISSION:
The Planning Commission may grant, conditionally grant or deny approval of a Development Plan Approval 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 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 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 applicant shall pay the actual cost of sign installation, not to exceed $300 (2 signs).

2. 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 applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants, not to exceed $2,000.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Brian Reparuk 562.868-0511 x3701)

3. That the applicant shall provide a turnabout, such as a hammerhead, at the West end of the driveway for fire access and exit. Turning radius to be maintained is 52 feet.

POLICE SERVICES DEPARTMENT:
(Contact: Margarita Munoz 562.409.1850 x3319 & Luis Collazo x3320)

4. That the applicant shall not allow vehicle storage or long-term parking on the subject site, and shall remove, or cause the removal, of all inoperative vehicles prior to this matter being reviewed by the Planning Commission.

5. That the applicant shall be responsible to monitor that all tenants maintain a valid city business license.

6. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security 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 subject 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. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

7. That the applicant shall provide an emergency phone number and a contact person of the person or persons involved in the supervision of the construction to the Department of Police Services. The name, telephone number, fax number and e-mail address of that person shall be provided to the Director of Police Services 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.

8. 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.

9. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

10. That during the construction phase of the proposed project, the contractor shall provide an identification number (i.e. address number) at the building and/or entry gate to direct emergency vechicles in case of an emergency. The identification numbers may be painted on boards and fastened to the temporary construction fence. The boards shall be removed after the building has been identified with its own individual permanent number address.

WASTE MANAGEMENT:
(Contact: Teresa Cavallo 562.868.0511 x7309)

11. 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.

12. 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.

13. That the applicant shall comply with Public Resource Code, Section 42900 et seq. (California Solid Waste Reuse and Recycling Access Act of 1991) as amended, which requires each development project to provide adequate storage area for the collection/storage and removal of recyclable and green waste materials.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Vince Velasco 562.868-0511 x7353)

14. That the applicant shall submit for approval a detailed landscape and automatic irrigation plan pursuant to the Landscaping Guidelines of the City. Said landscape plan shall indicate the location and type of all plant materials, existing and proposed, to be used and shall include 2 to 3 foot high berms (as measured from the parking lot grade elevation), shrubs designed to fully screen the interior yard and parking areas from public view and 24" box trees along the street frontage. Said plans shall be consistent with AB 1881 (Model Water Efficient Landscape Ordinance).

15. 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).

16. 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 shall be used as a way to enhance the texture of plants and structures, and to create a sense of height in a landscape design. It is also a great way to create a "barrier" or to simply enhance the beauty of uniquely structured plants that you may have in your landscape.

17. That upon completion of the new landscaping, said landscaped areas shall be maintained in a neat, clean, orderly and healthful condition. This is meant to include proper pruning, mowing of lawns, weeding, removal of litter, fertilizing, and replacement of plants when necessary and the regular watering of all plantings.

18. 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.

19. That the Department of Planning and Development shall review and approve all new sign proposals for the development prior to installation. 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 a minimum 11" x 17" size paper. All signs shall be installed in accordance with the sign standards of the Zoning Ordinance and the Sign Guidelines of the City.

20. 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 than 4 ½ feet in width nor than 6 feet in height. (Calculations are subject to change).

21. 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.

22. 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.

23. That the development shall otherwise be substantially in accordance with the plot plan, floor plan (include only if applicable), and elevations submitted by the owner and on file with the case.

24. That a minimum of 54 parking stalls shall be provided and maintained at all times.

25. That all parking areas shall be legibly marked off on the pavement, showing the required parking spaces. All compact 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.

26. That the applicant understands if changes to the original plans (submitted and on file with the subject case) are required during construction, revised plans must be provided to the planning department for review and approval prior to the implementation of such changes. Please note that certain changes may also require approvals from other departments.

27. That the applicant, Carmenita Property, LLC, shall not allow commercial vehicles, trucks and/or truck tractors to queue on Carmenita Road, use said street as a staging area, or to back up onto the street from the subject property.

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

29. That the applicant shall implement a dust control program for air quality control. The program shall ensure that water for dust control operations is kept readily available at all times during construction. The source of the water will come from an exterior hose bib on the property. The developer shall provide the City Engineer and Building Official with the name, telephone number and e-mail address of the person directly responsible for dust control.

30. That the applicant, Carmenita Property, LLC, 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.

31. That the applicant, Carmenita Property, LLC, 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.

32. That the applicant, Carmenita Property, LLC, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards arising from or in any way related to the subject DPA, or any actions or operations conducted pursuant thereto. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify the applicant of such claim, action or proceeding, and shall cooperate fully in the defense thereof.

33. 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.

34. 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.

CN for WM.

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Plans (Site Plan, Floor Plan, Elevations)
3. Conceptual Landscaping Plans
4. Development Plan Approval Application
5. Public Hearing Notice
6. Radius Map for Public Hearing Notice

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH

DEVELOPMENT PLAN APPROVAL CASE NO. 918

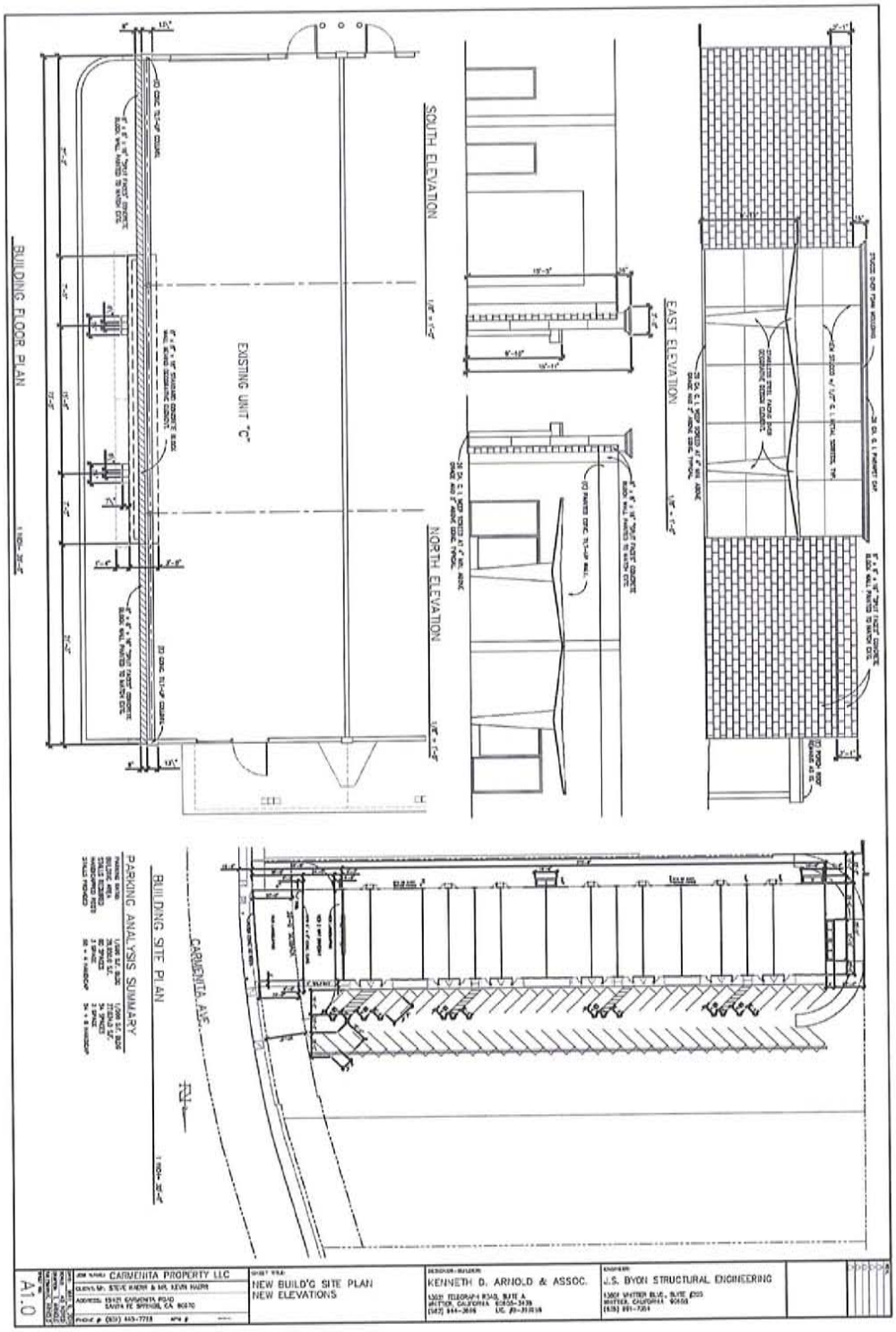
15421 Carmenita Road
(Applicant: Carmenita Property LLC)

NORTH

Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: August 4, 2016

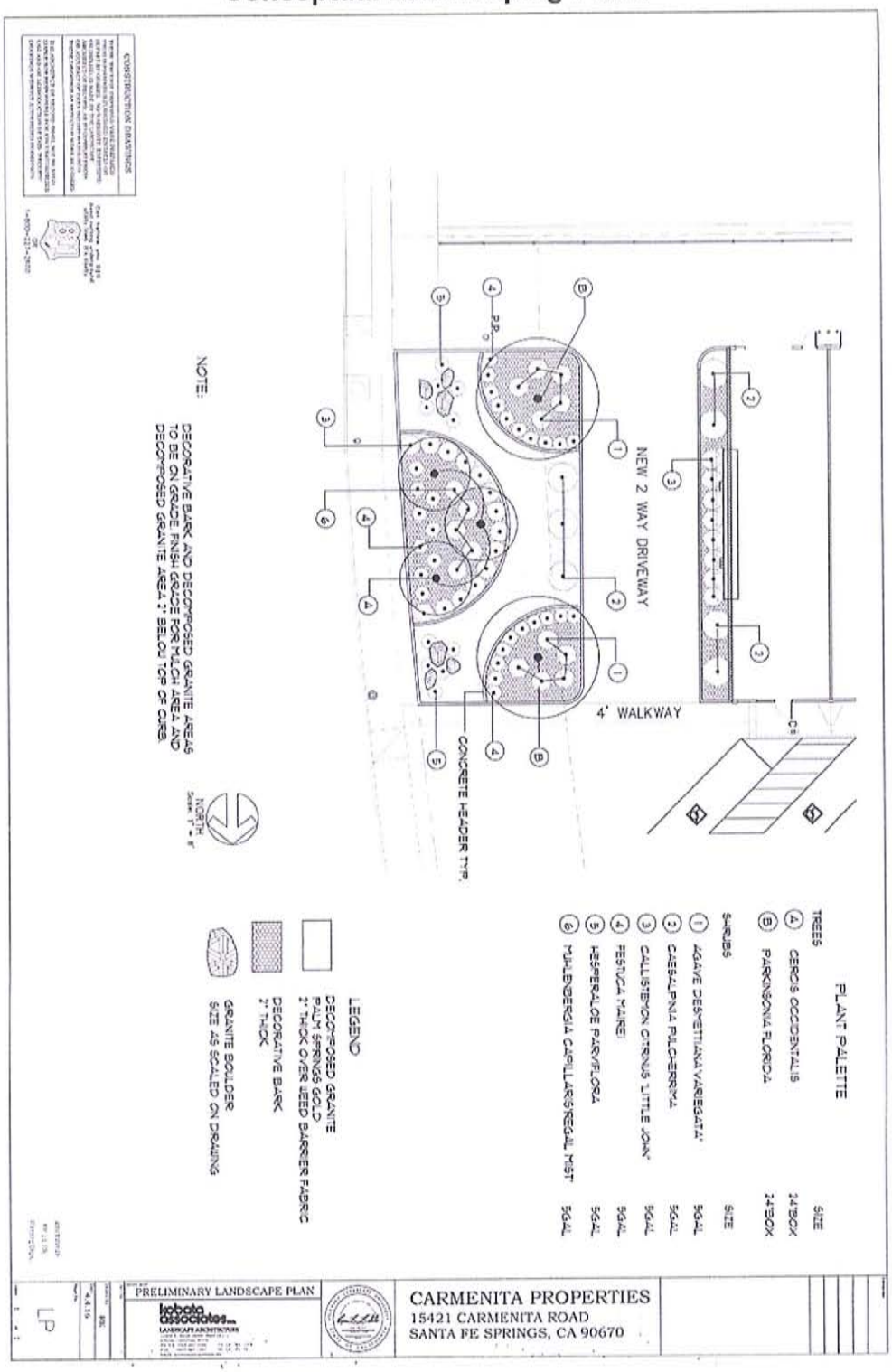
Plans (Site Plan, Floor Plan, and Elevations)



Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: August 4, 2016

Conceptual Landscaping Plans



Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: August 4, 2016

Development Plan Approval (DPA) Application

RECEIVED
MAY 13 2016
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:
15421 Carmenita Rd., SFS CA 90670

RECORD OWNER OF THE PROPERTY:
Name: Carmenita Property LLC Phone No: (951) 440-7728
Mailing Address: PO Box 894000 Temecula, CA 92589-4000
Fax No: E-mail: Steven.Haerr@yahoo.com

THE APPLICATION IS BEING FILED BY:

☒ Record owner of the properly

☐ 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.)

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

Signed: Steven Haerr
Signature

Steven Haerr, Mgr.
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 (DPA) 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): Carmenita Property LLC
Mailing Address: PO Box 894000, Temecula, CA 92589-4000
Phone No: (951) 440-7728
Fax No: _____ E-mail: Steven.Haerr@yahoo.com
Signature: Steven Haerr

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, STEVEN HAERR, 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: Steven Haerr
(If signed by other than the Record Owner, written authorization must be attached to this application)

(seal)

CHRISTOPHER KIES
My Commission Expires
NOTARY PUBLIC
04-25-2024
SOUTH CAROLINA

On 5/2/16 before me, Christopher Kies,
Personally appeared Steven Haerr
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

Christopher Kies
Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: _____
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____

City of Santa Fe Springs

DISTRIBUTION

FUND	G/L	ACTIVITY	OBJECT	PROJECT	AMOUNT

(NAME)
(ADDRESS)
(CITY AND STATE)
(DESCRIPTION)

RECEIPT

05-11-16 [illegible] CHECK [illegible]

Public Hearing Notices

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TO PROPERTY OWNERS WITHIN 500 FEET

NOTICE IS HEREBY GIVEN that the **Santa Fe Springs Planning Commission** will conduct a public hearing at a regular meeting on **Monday, August 8, 2016** at **6:00 p.m.**, in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

Applicant: Carmenita Properties LLC
Property located at: 15421 Carmenita Road (APN: 7005-004-024).

Development Plan Approval (DPA) Case No. 918: A request for approval to apply an exterior façade and appurtenant improvements to an existing ±29,950 sq ft multi-tenant industrial building, within the M-2-FOZ, Heavy Manufacturing - Freeway Overlay, Zone. The proposed façade is consistent with architecture and colors of the existing center.

CEQA Status: After staff review and analysis, along with consultation of an outside environmental firm, staff intends to file a Notice of Exemption (if the Planning Commission agrees), specifically Class 1, Section 15301—Existing Facilities of the California Environmental Quality Act (CEQA). Staff will file a Notice of Exemption (NOE) with the Los Angeles County Clerk within 5 days following action by the Planning Commission.

All interested persons are invited to attend the above Public Hearing. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Department of Police Services at, or prior to the Public Hearing. Any person interested in this matter may contact Vince Velasco at 562-868-0511, Ext. 7353 or vincevelasco@santafesprings.org

City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

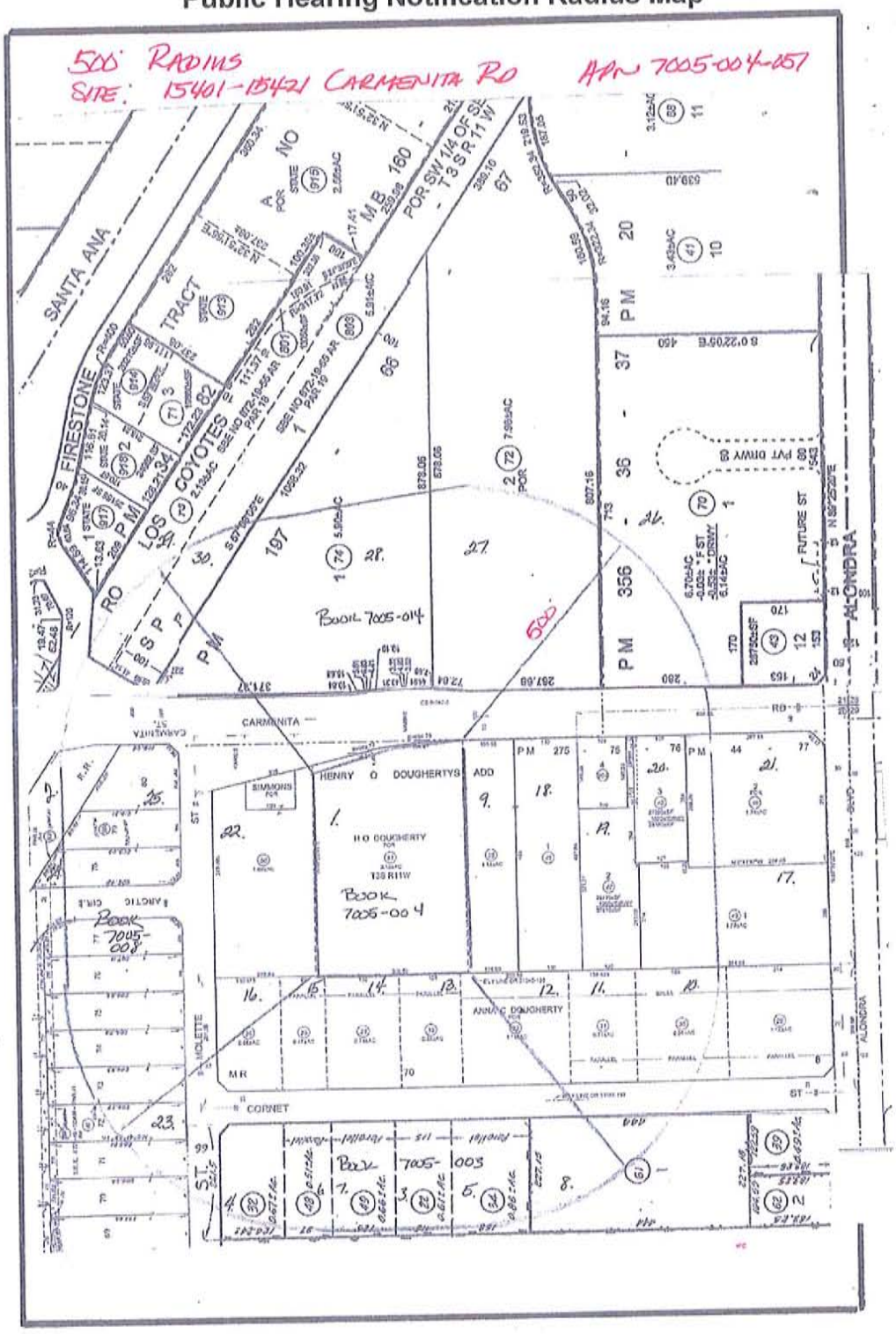
NEOPOST FIRST-CLASS MAIL
07/27/2016
US POSTAGE $000.00[9]
ZIP 90670
041L11257783

FILE

(NOTICE OF PUBLIC HEARING)

CARRIER: IF ADDRESSEE HAS MOVED,
PLEASE LEAVE WITH CURRENT OCCUPANT

Public Hearing Notification Radius Map



Report Submitted By: Vince Velasco
Planning and Development Department

Date of Report: August 4, 2016

NEW BUSINESS

Modification Permit Case No. 1273

A request for a Modification of Property Development Standard to reserve but not provide eighteen (18) required parking stalls and instead temporarily use said area for open outdoor storage on property located at 10035 Greenleaf Avenue (APN's: 8011-004-057), within the M-2, Heavy Manufacturing, Zone. (Vertical Access Inc.)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. 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

2. Find that the applicant's request meets the criteria set forth in Section 155.697 of the City Zoning Regulations for the granting of a Temporary Modification Permit; and

3. Find and determine that the applicant's request meets the criteria for "Existing Facilities", pursuant to Section 15301-Class 1 of the California Environmental Quality Act (CEQA); therefore, the proposed project is determined to be a categorically-exempt project, and no additional environmental analysis is necessary to meet the requirements of the CEQA; and

4. Approve Modification Permit Case No. 1273, subject to the conditions of approval as contained within the Staff Report.

LOCATION / BACKGROUND

The subject property, located at 10035 Greenleaf Avenue, is comprised of one parcel (APN: 8011-004-057), measuring approximately 1.32-acres. The site is zoned M-2 (Heavy Manufacturing) and is currently developed with an industrial building with office area. The subject property is located on the west side of Greenleaf Avenue and approximately 350 feet south of Los Nietos Road. Properties to the north, east, south, and west of the subject site are also occupied by industrial uses.

In May of 1977, the subject property obtained a Development Plan Approval (DPA188) from the Planning Commission for the construction of a 21,940 square feet industrial building with office area. Said building was occupied as a catalytic converter recycling facility by Legends Smelting & Recycling.

The applicant, Vertical Access Inc., is planning to purchase the property and locate a scaffolding company on-site. As part of their business operation, the applicant is requesting approval of a Modification Permit (MOD) to reserve but not provide 18 full size parking stalls, in order to temporarily utilize portions of the on-site parking area as outdoor storage.

MODIFICATION PERMIT (MOD 1273):

As previously stated, the applicant is requesting approval of a Modification Permit (MOD) to reserve but not provide 18 full size parking stalls.

Parking Requirements
According to the site plan the subject property is required to provide a total of 50 parking stalls.

- 21,940 square feet industrial building including incidental office use: 1 stall per 500 square feet = 36 stalls, plus 1 stall per 300 square feet of office space feet of office space exceeding 15% of the incidental office use (4,249) = 14 stalls

A total of 32 on-site parking stalls will be provided: 22 standard stalls, 8 compact stalls, and 2 accessible stalls. The proposed business, therefore, will not meets the minimum parking requirement set forth by the City's Zoning Regulations.

The applicant is currently in escrow to purchase the subject property. It is critical, however, that the applicant is able to utilize a portion of the rear and side parking areas to store scaffolding materials on-site. Although, the Code requires a total of 50 parking stalls, based on their operational needs, the applicant does not anticipate the need to utilize all 50 parking stalls given that their operations will only include a total of 17 employees working on-site at maximum levels. The applicant is therefore requesting approval of a Modification Permit to reserve but not provide a total of 18 parking stalls and instead temporarily utilize said parking area to store scaffolding material on-site.

STREETS AND HIGHWAYS

The subject site is located on the west side of Greenleaf Avenue and approximately 350 feet south of Los Nietos Road. Los Nietos Road is classified as a Major Highway and Greenleaf Avenue is classified as a Secondary Highway within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property, as well as the surrounding properties to the North, East, South,

and West are zoned M-2, Heavy Manufacturing and developed with various industrial-type uses.

ENVIRONMENTAL DOCUMENTS

Upon review of the project, staff finds the project would qualify for a categorical exemption, specifically Class 1, Section 15301 – (Existing Facilities) of the California Environmental Quality Act (CEQA). Section 15301 (e) exempts *"additions that will not result in an increase of more than 10,000 sq. ft. if the project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and the area in which the project is located is not environmentally sensitive."* Staff finds that the project meets the criteria above. Consequently, no other environmental documents are required by law. If the Commission agrees, staff will be filing a Notice of Exemption (NOE) within 5 days following action by the Planning Commission.

NOTICE TO ADJACENT PROPERTY OWNERS

As with similar requests, staff mailed a notice on July 29, 2016, to adjacent property owners to advise them of the Modification Permit request and of the date and time when this matter would be considered by the Planning Commission. To date, staff has not received any correspondence concerning the request.

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.
Pursuant to Section 155.697 of the City's Zoning Regulations, before any temporary modification shall be grant, the Planning Commission shall satisfy itself that the applicant has shown that all of the following conditions apply:

(A) *That there are hardships involved with immediate compliance with certain property development standards.*

The subject outdoor storage activities is a critical component of the applicant's operations. Since the subject property is already fully developed, there is no opportunity for any future expansion on-site. Although, the subject property is currently required to provide 50 parking stalls, given the applicant's current employee count of 17 employees on their largest shit, they do not have a need for approximately 66% of the 50 stalls currently available on-site (assuming all employees drive alone). If all parking stalls remained striped and available, valuable yard area would be consumed by unused stalls instead of being made temporarily available for additional storage or other accessory use, thereby maximize the use of the lot.

(B) That the modification, if granted, would not be detrimental to the public welfare or to the property of others in the area.

Granting the Modification Permit request would not be detrimental to other person, properties in the area, or the community in general. Given Vertical Access Inc.'s existing employee count, the Modification Permit is not expected to result in an overflow parking onto the adjacent streets and businesses.

Based on their current needs, Vertical Access Inc. expects to have a total of 17 employees. Vertical Access Inc. hopes to continue to develop and grow their operation in the future; however, due to the nature of the business majority of the growth will result in an increase of off-site employee count. As previously stated, the site has been designed to provide 50 parking stalls, which is more than sufficient to handle the existing parking demands related to their current operations and any anticipated future growth.

Nevertheless, similar previous Modification Permits granted by the Commission, staff placed a condition to clarify that the parking modification, if granted, is solely for Vertical Access Inc. and is not transferable unless prior written approval is granted by the Director of Planning. Furthermore, should Vertical Access Inc. vacate the premises, they are required to fully remove the subject storage area and related fencing and said area shall revert back to parking as originally approved (see conditions #11)

STAFF CONSIDERATIONS

For the aforementioned reasons and findings, staff finds that approval of Modification Permit Case No. 1273 will not be detrimental to the surrounding properties or to the community as a whole and is, therefore, recommending approval of the Modification request subject to the conditions of approval as contained in this report.

CONDITIONS OF APPROVAL

POLICE SERVICES DEPARTMENT:
(Contact: Luis Collazo 562.409-1850 x3320 or Margarita Munoz at x3319)

1. That the Applicant and/or his employees shall not allow trucks to back-in from the street at all times.

2. That prior to taking occupancy of the premises, the Applicant shall provide fencing and floor paint based on the attached drawing (Exhibit A). The fence lines and paint markings are designed to maintain storage material within the designated approved storage areas; the Applicant shall not expand or enlarge

the storage areas without obtaining prior approval from the Planning Commission.

3. That the Applicant and/or his employees shall not expand or enlarge the approved storage areas, encroach, or place items within the required remaining parking stalls, place items where they interfere with the on-site traffic circulation, or where the items are visible from public view. Violation of this Condition will be grounds to initiate the revocation of this permit.

4. That the applicant shall submit and obtain approval of a proposed lighting (photometric) and security 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 subject 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. The photometric and security plans shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

5. 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.

6. That the proposed buildings, including any lighting, fences, walls, cabinets, and poles shall be maintained in good repair, free from trash, debris, litter and graffiti and other forms of vandalism. Any damage from any cause shall be repaired within 72 hours of occurrence, weather permitting, to minimize occurrences of dangerous conditions or visual blight. Paint utilized in covering graffiti shall be a color that matches, as closely possible, the color of the existing and/or adjacent surfaces.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Jimmy Wong 562.868-0511 x7451)

7. That only storage of materials directly related to the applicant's business shall be stored within the approved outdoor storage areas. Additionally, all outdoor storage areas shall be adequately screened from public view, to the satisfaction of the Director of Planning.

8. That the applicant shall install and maintain a wall/fence (wherever necessary) to fully screen the proposed outdoor storage activities from view. Additionally, the applicant shall obtain the necessary Building Permits and related approvals from the Building, Planning, and Fire Department prior to installation of said screen.

9. The applicant shall obtain the necessary Building Permits and related approvals from Building, Planning, and Fire Department prior to installation of any racks or similar structure.

10. That nothing larger than bobtail tuck with a 30' bed shall access the subject site.

11. That the applicant acknowledges that the City is granting this Permit for the sole benefit of Vertical Access Inc. Should Vertical Access Inc. transfer, sell or vacate the premises, the subject outdoor storage area shall be returned to its prior condition. This includes but is not limited to the removal of any wall/fence used to screen the outdoor storage activities and the re-striping of the subject outdoor storage area for parking purposes.

12. That prior to vacating the premises, Vertical Access Inc., shall provide a 90-day advance notice to the Director of Planning of its intent to vacate the property.

13. That the subject outdoor storage area shall otherwise be substantially in accordance with the site plan submitted by the applicant and on file with the case.

14. That 32 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.

15. That there shall be a maximum of 24 on-site employees total (at peak period) employed with Vertical Access Inc.

16. That no portion of the required access driveways, remaining off-street parking and loading areas, shall be used for outdoor storage, manufacturing, repackaging, assembly, or similar use at any time, unless approved by the Director of Planning.

17. That, in the event the need arises for the additional required off-street parking spaces as determined by the Director of Planning, the applicant shall work with the planning staff to come up with a solution to immediately mitigate the parking issues.

18. That the applicant shall require and verify that all contractors and sub-contractors have successfully obtained a Business License with the City of Santa Fe Springs prior 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.

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

20. 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 regulation and code shall be complied with.

21. That if there is evidence that these conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the modification permit to the Planning Commission for review. If upon such review, the Commission finds that any of the results above have occurred, the Commission may modify or revoke the modification permit.

22. That it is hereby declared to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statue or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

for WM

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Site Plan (Exhibit A)
3. Modification Permit Application
4. Public Hearing Notice/Postcard
5. Radius Map for Public Hearing Notice
6. Employee Roster

Q:\Planning\Staff\Jimmy\10029-10035 Greenleaf Ave\MOD 1273_PCStaffReport.doc

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH – 10035 GREENLEAF AVENUE

PROJECT:
Modification Permit (MOD) Case No. 1273

APPLICANT:
Vertical Access Inc.

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: August 4, 2016

Site Plan (Exhibit A)



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: August 4, 2016

Modification Permit Application

City of Santa Fe Springs
Application for
MODIFICATION PERMIT (MOD)

The Undersigned hereby petitions for a Modification of one or more property development requirements of the Zoning Ordinance.

Location of property (ies) involved (Provide street address or if no address, give distance from nearest street intersection): 10035 Greenleaf Avenue, Santa Fe Springs, CA 90670

Legal description of property: PARCEL 23 IN THE CITY OF SANTA FE SPRINGS, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 6100 FILED IN BOOK 65, PAGES 36 AND 37 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

Record Owner of Property: 619-391-6326
Name: Legend Smelting and recycling, LLC Phone No: ~~(562) 777-1206~~
Mailing Address: 2520 Sweetwater Springs Blvd., Spring Valley CA 91978

Fax No: _____ E-mail: MSAS@Legend Smelting.com

The application is being filed by:

_____ Record Owner of the Property
X Authorized Agent of the Owner
(Written authorization must be attached to application)

Status of Authorized Agent (engineer, attorney, purchaser, lessee, etc.): Purchaser

Describe the modification requested: A reduction in the number of parking stalls required and a portion of the yard to be used for outside storage.

NOTE

This application must be accompanied by the filing fee, detailed plot plan, and other data specified in the form entitled "Information on Modification of Property Development Standards"

Modification Permit Application (Cont.)

MOD Application
Page 2 of 3

JUSTIFICATION STATEMENT

BEFORE A MODIFICATION CAN BE GRANTED, THE PLANNING COMMISSION MUST BE SATISFIED THAT ALL OF THE FOLLOWING CONDITIONS APPLY. YOUR ANSWERS SHOULD JUSTIFY YOUR REQUEST FOR A MODIFICATION

JUSTIFICATIONS TO NO. 1 & 2 ARE REQUIRED FOR RESIDENTIALLY ZONED PROPERTIES:

1. Explain how the modification request, if granted, will allow you to utilize your house in a more beneficial manner.

2. Explain how the modification request, if granted, will not be detrimental to the property of others in the area.

JUSTIFICATIONS TO NOS. 3-6 ARE REQUIRED FOR PROPERTIES OTHER THAN RESIDENTIAL:

3. Explain why the subject property cannot be used in a reasonable manner under the existing regulations.-Buyer's use requires outside storage space for equipment and Buyer will only utilize a portion of the office space with only 17 employees that come to the site, **8 of which are office staff** and 9 are warehouse employees. The current parking requirement is 54 stalls with 60 provided. The yard cannot currently be used for outside storage based on the required parking. The 54 required parking stalls are extremely excessive for Buyer's limited number of employees and **Buyer is NOT open to the public.**

4. Explain the unusual or unique circumstances involved with the subject property which would cause hardship if compliance with the existing regulations is required.-Buyer absolutely requires outside storage space for equipment. If the existing regulations are to remain required, the site will not meet Buyer's real estate requirement and Buyer will be forced to cancel escrow and find an alternative location.

5. Explain how the approval of the requested modification would not grant special privileges which are not enjoyed by other property owners in the area.-Many properties in the area currently use a portion of property for outside storage of equipment. The area used for outside storage will be behind the building, fencing (with screening), block wall, and gate. These storage areas will not be in the line of site from passing by traffic or front of property.

6. Describe how the requested modification would not be detrimental to other persons or properties in the area, nor to the public welfare in general.- Outside storage will be screened from site and Buyer's requested reduction in required parking will be more than sufficient for the number of employees that will go to the office site.

Modification Permit Application (Cont.)

MOD Application
Page 3 of 3

PROPERTY OWNERS STATEMENT

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

Name (Mark Saska (please print): ____
Mailing Address: 2520 Sweetwater Springs Blvd. Spring Valley Ca. 91978
Phone No: 619-247-0326
Fax No: ____ E-mail: MSaska@LegacySmelting.com

Signature: [signature]

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

Signature: ____

CERTIFICATION

STATE OF CALIFORNIA
COUNTY OF ~~LOS ANGELES~~ San Diego)ss.

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

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

(seal)

n ____ before me, ____,
ersonally appeared ____
ersonally known to me (or proved to me on the basis of tisfactory evidence) to be the person(s) whose name(s) is/are bscribed to the within instrument and acknowledged to me at he/she/they executed the same in his/her/their authorized apacity(ies), and that by his/her/their signature(s) on the strument, the person(s) or the entity upon behalf of which the erson(s) acted, executed the instrument.

WITNESS my hand and official seal

SEE ATTACHED NOTARY CERTIFICATE

Notary Public

FOR DEPARTMENT USE ONLY
CASE NO: MOD 1273
DATE FILED: 7/5/2016
FILING FEE: $1,140
RECEIPT NO: ____
APPLICATION COMPLETE?

Modification Permit Application (Cont.)

Acknowledgement

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California,
County of San Diego

On 7.1.16, before me, A. Sutherland, Notary Public, personally appeared Mark Sasko

who 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.

I certify under PENALTY OF PERJURY under the laws of the state of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

A. SUTHERLAND
COMM. # 2151268
NOTARY PUBLIC • CALIFORNIA
SAN DIEGO COUNTY
My Commission Expires
APRIL 20, 2020

Signature of Notary _____

DESCRIPTION OF THE ATTACHED

Title of the Document: property owners statement

Number of Pages: 3

Document Date: 7.1.16

Other Information: _____

Public Notice

City Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

NEOPOST FIRST-CLASS MAIL
07/27/2016
US POSTAGE $000.00[8]
ZIP 90670
041L11257783

FILE

(NOTICE TO ADJACENT PROPERTY OWNERS)

CARRIER: IF ADDRESSEE HAS MOVED, PLEASE LEAVE WITH CURRENT OCCUPANT

CITY OF SANTA FE SPRINGS
NOTICE TO ADJACENT PROPERTY OWNERS

NOTICE IS HEREBY GIVEN that the **Santa Fe Springs Planning Commission** will take action on the matter below at a regular meeting on **Monday, August 8, 2016 at 6:00 p.m.**, in the Council Chambers of City Hall located at 11710 Telegraph Road, on the following matter:

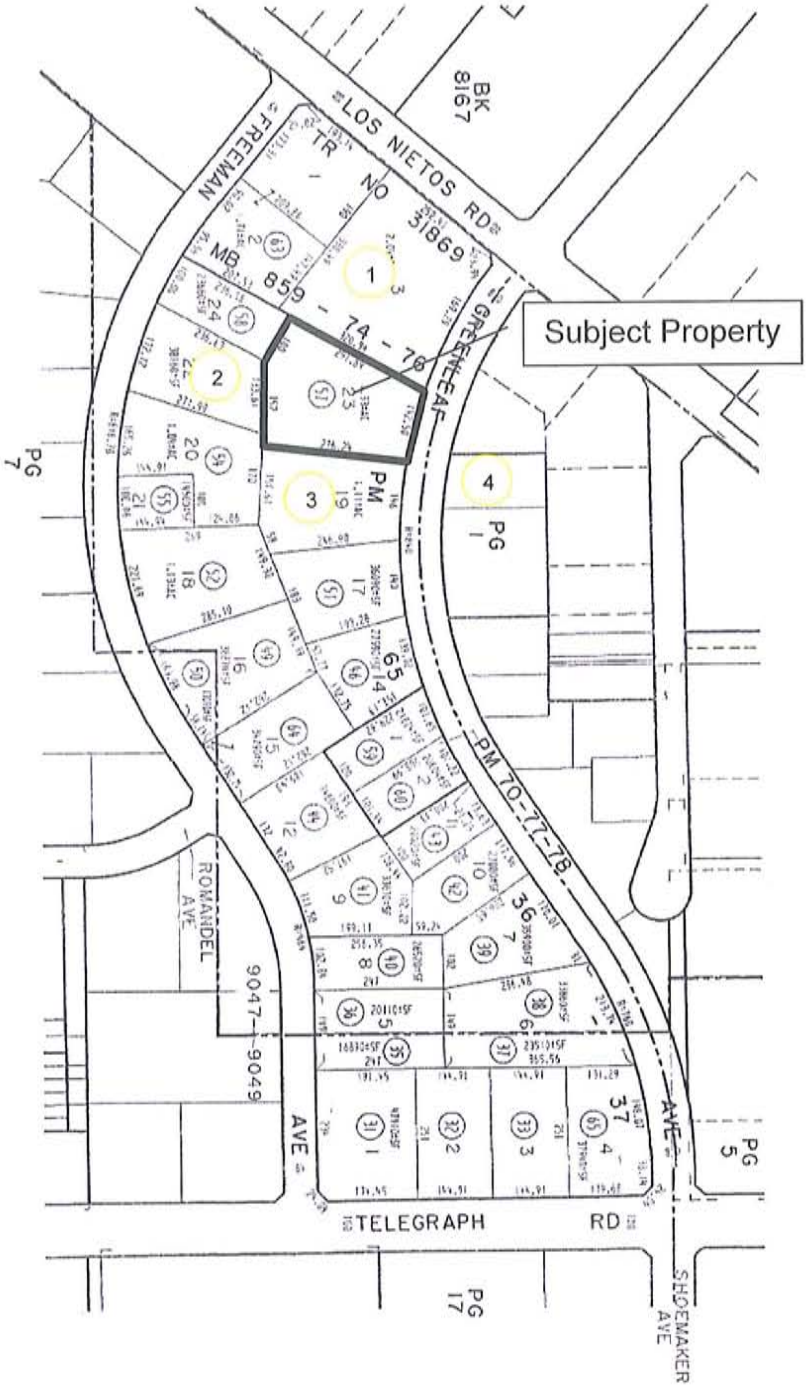
MODIFICATION PERMIT CASE # 1273
For property located at: 10035 Greenleaf Avenue

A request by Vertical Access Inc. to reserve but not provide eighteen (18) required parking stalls to allow for outdoor storage use at 10035 Greenleaf Avenue (APN's: 8011-004-057), within the M-2, Heavy Manufacturing, Zone.

* Upon review of the proposed project, Staff finds that pursuant to Section 15301, Class 1– (Existing Facilities), of the California Environmental Quality Act (CEQA), this project is categorically exempt and has determined that additional environmental analysis is therefore not necessary to meet the requirements of the California Environmental Quality Act (CEQA).

All interested persons are invited to attend the above Planning Commission Meeting. If you challenge the above mentioned item and related actions in court, you may be limited to raising only those issues you or someone else raised at the Meeting described in this notice, or in written correspondence delivered to the City of Santa Fe Springs Department of Planning and Development at, or prior to, the Meeting. Any person interested in this matter may contact Jimmy Wong at 562-868-0511, Ext. 7451 or jimmywong@santafesprings.org

Radius Map



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: August 4, 2016

Employee Roster

VERTICAL ACCESS

Company Employee Overview

Office:

1. Michael Martinez (President/CEO)
2. Casey Wendeborn (CFO)
3. Tiffany Aoyagi (OA)
4. Shannon Haddad (Sales)
5. John Monsalve (CAD-Design)
6. Jason Neuman (Operations Manager)

Field Project Managers:

7. Alfonso Delgado (PM)
8. Ricardo Luna (Asst. PM)

Warehouse:

9. Marcelo Moreno
10. Esteban Santiago
11. Severiano Mendoza

Forman: (Come to yard and drive trucks to jobs daily)

12. Victor Lupercio
13. Alfonso Flores
14. Oscar Rivera
15. Rogelio Moncado
16. Jesus Vasquez
17. Jaime Estrada

Field Employees: (Never go to yard - straight to the job sites)

Jose Luna	Jose Martinez	Jesus Collaso
Sergio Serrano	Antonio Estrada	Issack Mendoza
Cesar Landeros	Edgar Balion	Jorge Nieto
Davis Gallardo	Issac Fregoso	Jose Sanchez
Guadalupe Carrasco	Gonzalo Reyes	Andreas Ramirez
Daniel Vilchis	Oscar Salazar	Gustavo Carmona
Arturo Ballon	Luis Rodriguez	Angel Gonzalez
Omar Chiquete		

Vertical Access, Inc.
2015 N. Batavia Street, Orange, CA 92865-3101 (T) 714-921-2600 (F) 714-921-2622