City of Santa Fe Springs

Planning Commission Meeting

AGENDA

FOR THE REGULAR MEETING OF THE
PLANNING COMMISSION
January 9, 2017
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**
Approval of the minutes of the December 12, 2016 Planning Commission

6. **PUBLIC HEARING**
Tentative Parcel Map No. 74163 and related Environmental Documents
TPM Case No. 74163: A request for approval to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN # 8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres) on property located at 14114 Carmenita Road; and Environmental Documents: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-1, Light Manufacturing, Zone.
(Muhamet Cifligu) (Furuto Rubio & Associates)

7. **PUBLIC HEARING**
Development Plan Approval Case No. 915, Modification Permit Case No. 1268, and related Environmental Documents
DPA Case No. 915: A request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building; *MOD Case No. 1268:* A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within required landscape strip along Carmenita Road; *Environmental Documents:* A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project on property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone. (Muhamet Cifligu)

8. **PUBLIC HEARING**

Development Plan Approval Case No. 916, Conditional Use Permit Case No. 777, Modification Permit Case No. 1269, and related Environmental Documents

DPA Case No. 916: A request for approval to allow for the construction of a new 2,998 square feet convenience store, a 2,638 square feet car wash, and service station; *CUP Case No. 777:* A request for approval to allow for the establishment, operation, and maintenance of a convenience store within the M-1, Light Manufacturing, Zone; *MOD Case No. 1269:* A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue; *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project on property located at 13417 Rosecrans Avenue (APN: 8059-003-025, 023, 026), within the M-1, Light Manufacturing, Zone.
(Muhamet Cifligu)

9. **ANNOUNCEMENTS**

- Commissioners
- Staff

10. **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

January 6, 2017
Date

APPROVED:

MINUTES OF THE REGULAR MEETING OF THE SANTA FE SPRINGS PLANNING COMMISSION

December 12, 2016

1. CALL TO ORDER

Chair Arnold called the meeting to order at 6:00 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Arnold called upon Commissioner Aranda to lead the Pledge of Allegiance.

3. ROLL CALL

Members present:
Chairperson Arnold
Vice Chairperson Jimenez
Commissioner Aranda

Staff:
Steve Skolnik, City Attorney
Wayne M. Morrell, Director of Planning
Cuong Nguyen, Senior Planner
Luis Collazo, Code Enforcement
Laurel Reimer, Planning Consultant
Teresa Cavallo, Planning Secretary
Vince Velasco, Planning Intern

Members absent:
Commissioner Mora
Commissioner Ybarra

4. ORAL COMMUNICATIONS

No speakers.

5. MINUTES

Approval of Minutes

Approval of the minutes of the November 14, 2016 Planning Commission

Recommendation: That the Planning Commission approve the minutes as submitted.

It was moved by Vice Chair Jimenez, seconded by Commissioner Aranda to approve the minutes as submitted, by the following vote:

Ayes: Arnold, Aranda, and Jimenez
Nayes: None

Absent: Mora and Ybarra

PUBLIC HEARINGS

6. Zoning Text Amendment – Cottage Food Operations

Recommendation: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Zoning Text Amendment – Cottage Food Operations (Ordinance No. 1081) and, thereafter, close the Public Hearing; and
- Find that the proposed amendments to the text of the City's Zoning Regulations are consistent with the City's General Plan; and
- Find that pursuant to Section 21080(b)(1) of the California Environmental Quality Act (CEQA), this project is exempt as a ministerial project; and
- Adopt Resolution No. 60-2016, which incorporates the Commission's findings and actions regarding this matter; and
- Recommend that the City Council approve and adopt Ordinance No. 1081, to effectuate the proposed amendments to the text of the City's Zoning Regulations.

Chair Arnold opened the Public Hearing at 6:03 p.m. The Planning Commission requested that the text be amended to prohibit products containing alcohol or marijuana. Chair Arnold closed the Public Hearing at 6:26 p.m. It was moved to approve Item Nos. 2 – 5 of the Zoning Text Amendment by Chair Arnold, seconded by Commissioner Aranda, which passed by the following vote:

Ayes: Arnold, Aranda, and Jimenez
Nayes: None
Absent: Mora and Ybarra

7. Zone Determination No. 2016-01

Recommendation: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Zone Determination No. 2016-01, and thereafter, close the Public Hearing.
- Find that sales, rental, and servicing of construction and industrial equipment is substantially similar to and compatible with other similar permitted uses conducted within the Freeway Overlay Zone and that the use 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 community in general.
- Find that the proposed Zone Determination is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) and 15060(c)(3) of the State of California Guidelines for Implementation of the CEQA (California Code of Regulations, Title 14, Chapter 3), because it will not result in a direct or reasonably foreseeable indirect physical change in the environment and is not a project as defined in Section 15378 of the CEQA Guidelines.
- Adopt Resolution No. 55-2016, which incorporates the Planning Commission's findings and actions regarding this matter.
- Approve Zone Determination No. 2016-01, determining that the sales, rental, and servicing of construction and industrial equipment is a similar and compatible use with other principally permitted uses listed in the Freeway Overlay Zone.

Chair Arnold opened the Public Hearing at 6:26 p.m. A discussion ensued regarding allowable uses in the Freeway Overlay Zone. Chair Arnold closed the Public Hearing at 6:33 p.m. Commissioner Aranda moved to approve Item Nos. 2 - 5 of Zone Determination No. 2016-01, it was seconded by Chair Jimenez, which passed by the following vote:

Ayes: Arnold, Aranda, and Jimenez
Nayes: None
Absent: Mora and Ybarra

8. Amendment of Conditional Use Permit Case No. 524 and Environmental Documents

Recommendation: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Amendment of Conditional Use Permit Case No. 524 and related Environmental Documents, thereafter, close the Public Hearing; and
- Find that the applicant's request meets the criteria set forth in §155.716 of the Zoning Regulations, for the granting of a Conditional Use Permit; and
- Find that the proposed chipping, grinding, and collection of CDI materials as part of the existing green-waste transfer facility activities, 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
- Approve and adopt the proposed 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
- Require that Conditional Use Permit Case No. 524, be subject to a compliance review in one (1) year, on or before December 12, 2017, to ensure that the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

Chair Arnold opened the Public Hearing at 6:34 p.m. Planning Intern Vince Velasco, distributed AQMD comments and responses received to the Planning Commissioners. Chair Arnold closed the Public Hearing at 6:49 p.m. Chair Jimenez moved to approve Item Nos. 2 - 5 of Amendment of Conditional Use Permit Case No. 524 and Environmental Documents, it was seconded by Commissioner Aranda, which passed by the following vote:

Ayes: Arnold, Aranda, and Jimenez
Nayes: None
Absent: Mora and Ybarra

9. Amendment of Conditional Use Permit Case No. 654

Recommendation: That the Planning Commission:

- Open the Public Hearing and receive any comments from the public regarding Amendment of Conditional Use Permit (CUP) Case No. 654 and, thereafter, close the Public Hearing; and
- Find and determine that Amendment of CUP Case No. 654 will be harmonious with adjoining properties and surrounding uses in the area and therefore will not be detrimental to persons or properties in the surrounding area or to the City in

general; and

- Find that the applicant's request meets the criteria set forth in §155.716 of the Zoning Regulations, for the granting of a Conditional Use Permit; and
- Find that Amendment of CUP Case No. 654 meets the criteria for "Existing Facilities" pursuant to the California Environmental Quality Act (CEQA); therefore, the proposed project is determined to be a categorically-exempt project pursuant to Section 15301-Class 1 of CEQA; consequently, no other environmental documents are required by law; and
- Approve Amendment of Conditional Use Permit 654, subject to a compliance review in one (1) year, on or before December 12, 2017, to ensure the use is still operating in strict compliance with the conditions of approval as contained within this staff report.

Chair Arnold opened the Public Hearing at 6:50 p.m. Chair Arnold closed the Public Hearing at 7:00 p.m. Commissioner Aranda moved to approve Item Nos. 2 - 5 of Amendment of Conditional Use Permit Case No. 654, it was seconded by Vice Chair Jimenez, which passed by the following vote:

Ayes: Arnold, Aranda, and Jimenez
Nayes: None
Absent: Mora and Ybarra

10. 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. Alcohol Sales Conditional Use Permit Case No. 11

Recommendation: That the Planning Commission:

- Based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before December 12, 2021, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the Applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

B. Alcohol Sales Conditional Use Permit Case No. 64

Recommendation: That the Planning Commission:

- Based on Staff's compliance review report, find that the subject use is in compliance with all of the conditions of approval and request that this matter be brought back before December 12, 2021, for another compliance review report. The Planning Commission shall note that this matter may be brought back to the Commission at any time should the Applicant violate any conditions of approval or any City Codes, or should there be a need to modify, add, or remove a condition of approval.

It was moved by Vice Chair Jimenez, seconded by Commissioner Aranda to approve Item Nos. 10A and 10B, both items passed by the following vote:

Ayes: Arnold, Aranda, and Jimenez

Nayes: None
Absent: Mora and Ybarra

ANNOUNCEMENTS

11. The following announcements were made:

Commissioners made the following announcements:

- Vice Chair Jimenez wished everyone Happy Holidays.
- Commissioner Aranda announced that he has completed his service with the City of Carson and wished everyone a Merry Christmas and a Happy New Year.
- Chair Arnold thanked everyone for their prayers and well wishes regarding his wife's recovery. He also welcomed Laurel Reimer to the City and thanked Laurel for her presentation.

Staff made the following announcements:

- Luis Collazo wished everyone a Merry Christmas and a Happy New Years.
- Vince Velasco provided an update on the McDonald's on Valley View and wished everyone a Merry Christmas and a Happy New Year.
- Wayne Morrell wished everyone Compliments of the Season.
- Cuong Nguyen wished everyone a Merry Christmas and Happy New Year.

ADJOURNMENT

12. Chair Arnold adjourned the meeting at 7:10 p.m.

_____
Ken Arnold
Chairperson

ATTEST:

_____
Teresa Cavallo
Planning Secretary

_____
Date

PUBLIC HEARING

Tentative Parcel Map No. 74163 and related Environmental Documents

TPM Case No. 74163: A request for approval to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN # 8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres) on property located at 14114 Carmenita Road; and Environmental Documents: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-1, Light Manufacturing, Zone. (Muhamet Cifligu)

RECOMMENDATIONS

Staff recommends that the Planning Commission take the following actions:

1. Open the Public Hearing and receive any comments from the public regarding Tentative Parcel Map No. 74163 and, after receiving all public comments, thereafter close the Public Hearing; and

2. Find that Tentative Parcel Map No. 74163, together with the provision for its design and improvement, is consistent with the City's General Plan; and

3. Find that Tentative Parcel Map No. 74163 meets the standards set forth in Sections 66474 and 66474.6 of the Subdivision Map Act for the granting of approval of a tentative or final map; and

4. Approve and adopt the proposed Mitigated Negative Declaration with Traffic Study 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

5. Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project (TPM 74163); and

6. Approve Tentative Tract Map No. 74163, subject to the conditions of approval as stated in the report.

LOCATION/BACKGROUND

As mentioned previously, the applicant is requesting to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN #

8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres) on property located at 14114 Carmenita Road. Approval of the proposed parcel map would provide the applicant with the ability to develop and/or sell the property as two (2) separate parcels. It should be noted that approval of the proposed parcel map will effectively provide the applicant with the ability to sell any one of the two (2) proposed parcels.

RELATED ENTITLEMENTS

The Commission should note that the subject Parcel Map is one of six entitlements that is required from the proposed developments on the subject site. The applicant is proposing to develop an industrial building on the larger parcel (along Carmenita Road), and a convenient store with a car wash and service station on the smaller parcel (along Rosecrans Avenue). Therefore, in addition to the subject Parcel Map, the proposed project also requires approval of the following entitlements:

Development Plan Approval (DPA Case No. 915 and 916)

1. DPA Case No. 915: Request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road.

2. DPA Case No. 916: Request for approval to allow for the construction of a new 2,998 square feet convenience store, 2,638 square feet carwash, and service station at 13417 Rosecrans Avenue.

Modification Permit (MOD Case No. 1268 and 1269)

1. MOD 1268: Request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within the required landscape strip.

2. MOD 1269: Request for approval to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue.

Conditional Use Permit (CUP Case No. 777)

1. Request for approval to allow for the establishment, operation, and maintenance of a convenience store within the M-1, Light Manufacturing, Zone.

Further details of the above-mentioned entitlement, including but not limited to required findings and conditions of approval, are provided in a separate staff report.

STREETS AND HIGHWAYS

The subject site has frontage on Carmenita Road and Rosecrans Avenue. Carmenita Road and Rosecrans Avenue are designated as a "Major Arterial" within the Circulation Element of the City's General Plan.

ZONING AND LAND USE

The subject property is zoned M-1 (Light Manufacturing) with a General Plan Land Use designation of Industrial. The zoning, General Plan and land use of the surrounding properties are as follows:

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-1 (Light Manufacturing, Zone)	Industrial	Light Manufacturing (14018 Carmenita Rd. / Robert's Liquid Disposal)
South	City of Norwalk	Commercial	Restaurant (13400 Rosecrans Ave., Norwalk / Burger King.)
West	M-2 (Heavy Manufacturing, Zone), M-1 (Light Manufacturing, Zone), and BP (Buffer Parking, Zone)	Industrial	Heavy/Light Manufacturing Edison (Edison Facility)
East	M-1 (Light Manufacturing, Zone)	Industrial	Light Manufacturing (13443 Rosecrans Ave. / A-American Self Storage)

LEGAL NOTICE OF PUBLIC HEARING

In accordance with the requirements of the State Subdivision Map Act, this Tentative Parcel Map (TPM Case No. 74163) was set for Public Hearing. Legal notice of the Public Hearing for the TPM 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 December 28, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on December 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on December 28, 2016, as required by the State Zoning and Development Laws and by the City's Zoning Regulations.

ADDITIONAL NOTIFICATION

In addition to the notification as stated above, notification of the proposed Tentative Parcel Map and related Environmental Documents was sent to the surrounding cities, local school districts, and each agency expected to provide water, sewage, streets, roads, or other essential facilities or service to the 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 proposed 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 CEAQ, 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 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 definition of what constitutes a "significant

effect." However, CEQA Guidelines Section 15382 generally defines a "significant effect" as a substantial or potentially substantial adverse change in the physical environment. City Staff and Blodgett/Baylosis Environmental Planning determined, through the preparation of the Initial Study, that there were no potentially significant environmental effects that could not be mitigated to a level of insignificance and, therefore, a Mitigated Negative Declaration was prepared.

Phase 3: A Mitigated Declaration is a written statement, briefly explaining why a proposed project will not have a significant environmental effect and includes a copy of the Initial Study justifying this finding. Included within the Initial Study are mitigation measures to avoid potentially significant effects. City Staff and Blodgett/Baylosis Environmental Planning determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because either revisions in the project have been made by or agreed to by the project applicant or mitigation measures area 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 October 26, 2016 to November 15, 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, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and circulation (traffic), 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 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 and Monitoring Program (attachment #6).

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

TENTATIVE TRACT MAP – REQUIREMENTS FOR APPROVAL
Pursuant to Section 154.07 of the City's Municipal Code, a Tentative Map shall not be approved unless the Planning Commission finds that the proposed subdivision, together with the provisions for its design and improvements, is consistent with the General Plan as required by Section 66473.5 of the Subdivision Map Act.

Additionally, the Planning Commission shall deny a Tentative Map if it makes any of the following findings as set forth in Sections 66474 and 66474.6 of the Subdivision Map Act.

1. That the proposed map is not consistent with applicable general and specific plans.

2. That the design or improvement of the proposed subdivision is not consistent with applicable general and specific plan.

3. That the site is not physically suitable for the type of development.

4. That the site is not physically suitable for the proposed density of development.

5. That the design of the subdivision or the proposed improvements are likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.

7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the governing body may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to ones previously acquired by the public.

8. That the governing body of any local agency shall determine whether the discharge of waste from the proposed subdivision into an existing community sewer system would result in violation of existing requirements prescribed by a California regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code. In the event that the governing body finds that the proposed waste discharge would result in or add to violation of requirements of such board, it may disapprove the tentative map or maps of the subdivision.

FINDINGS

The proposed Tentative Parcel Map, subject to the attached conditions, is in accordance with the Subdivision Map Act (California Government Code, Section 66474) in that:

1. *Approval of the proposed Parcel Map would promote a number of Specific General Plan Goal and Policies as described in "Table 2" below:*

Table 2
General Plan Consistency Analysis

General Plan Element	*Policy*	Project Consistency
Land Use	**Goal 9:** Provide for growth and diversification of industry and industrial related activities within the Santa Fe Springs industrial area.	The consolidation of the individual parcels will produce two lots that will provide industrial and commercial use that provide a more viable development opportunity of the subject site.
	Policy 9.4: Encourage the grouping of adjoining small or odd shaped parcels in order to create more viable development.	The project involves the consolidation of seven (7) existing parcels measuring approximately +/- 128,368 sq. ft. into two (2) parcel located at N/E corner of Carmenita Road and Rosecrans Avenue
	Goal 11: Support and encourage the viability of the industrial and commercial areas of Santa Fe Springs.	The consolidation of the existing parcels will support and encourage the future development on the industrial zoned property within city limits.

In summary, the proposed parcel map, subject to the attached conditions, is compatible with the goals and objectives of the various elements of the City of Santa Fe Springs General Plan, and therefore, is in compliance with Government Code Section 66473.5, entitled "Subdivision must be consistent with General Plan or Specific Plan."

2. *The site is physically suitable for the type of development and proposed density of development.*

The project involves the consolidation of 7 assessor's parcels into two individual lots. It should be noted that the applicant has also submitted two separate Development Plan Approvals and related Modification Permits to develop an industrial building on the larger parcel (along Carmenita Road), and a convenient store with a car wash and service station on the smaller parcel (along Rosecrans Avenue).

The two new individual lots complies with the Santa Fe Springs Zoning Regulations for minimum lot size and dimension requirement for the M-1, Light Manufacturing, Zone. In addition, the proposed use is consistent with the General Plan. Therefore, the site is suitable for the type and intensity of the proposed development project.

3. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat or is likely to cause serious public health concerns.*

The proposed subdivision is located in an urbanized area that does not contain habitats or would otherwise injure fish and wildlife. The purpose of this request is to consolidate the subject properties into two lot.

4. *The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

The proposed subdivision is for a property located in an urbanized area and is consistent with other similar properties in the surrounding area. As noted previously, the proposed map is consistent with the General Plan. Although, the buildings are being developed as spec-buildings, any future user would still need to be suitable and otherwise permitted in its respective zone. Additionally, in accordance with CEQA Guidelines, a Mitigated Negative Declaration was prepared for the project to review and mitigated any potentially significant environmental impacts. The subdivision, therefore, does not have the potential to disrupt the urban environment or otherwise cause serious health problems.

5. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.*

   Currently, access for the subject site is provided off of Carmenita Road and Rosecrans Avenue. The proposed developments will be review to ensure there is no conflict with easements. The proposed Tentative Parcel Map will not conflict with the easements and in addition, all easement holders on the site have been notified by mail.

6. *In accordance with Government Code Section 66474.6, it has been determined that the discharge of waste from the proposed subdivision, subject to the attached conditions, into the existing sewer system will not result in a violation of the requirements prescribed by the Regional Water Quality Control Board in that the developer is required to comply with the EIR Mitigation Monitoring Program, submit an erosion control plan and comply with the NPDES, Best Management Practices, during the grading and construction phases of the project.*

   The project involves the consolidation of seven assessor parcels into a two individual lots. As mentioned previously, all proposed developments will be reviewed to ensure that it meets all state and local ordinances and requirements including the California Regional Water Quality Control Board.

7. *That the proposed subdivision shall be in accordance with Government Code Section 66473.1, entitled "Design of Subdivisions to provide for Future Passive or Natural Heating and Cooling Opportunities."*

   Future Passive or Natural Heating and Cooling Opportunities will be incorporated with the proposed developments. To the extent feasible, staff will review the proposed developments to ensure that energy-saving devices or materials, including, but not limited to, insulation, double-pane windows, and high efficiency central heating and cooling systems will be incorporated.

STAFF REMARKS

Based on the reasons enumerated above, Staff believes that Tentative Parcel Map No. 74163, is consistent with and, in furtherance, of the policies and goals set forth in the City General Plan and is, therefore, recommending approval of Tentative Parcel Map No. 74163, subject to the conditions of approval as contained within this staff report.

AUTHORITY OF PLANNING COMMISSION

The Planning Commission, after receiving and hearing the results of investigations and reports on the design and improvements of any proposed division of real property

for which a tentative map is filed, shall have the authority to impose requirements and conditions upon such division of land and to approve, conditionally approve or disapprove such map and division of land.

CONDITIONS OF APPROVAL

POLICE SERVICES DEPARTMENT:
(Contact: Lou Collazo 562.409-1850 x3320)

1. That the existing structures, including any lighting, fences, walls, cabinets, and poles shall be maintained free from graffiti and other forms of vandalism. The property shall be maintained free of overgrown vegetation, trash and debris at all times. 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

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

2. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. Developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

3. The applicant shall provide at no cost to the City, one mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

PLANNING AND DEVELOPMENT DEPARTMENT:
(Contact: Jimmy Wong 562.868-0511 x7451)

4. That the final map to be recorded with the Los Angeles County Recorder shall substantially conform to the Tentative Parcel Map submitted by the applicant and on file with the case.

5. Currently, the County of Los Angeles Department of Public Works is utilizing a computerized system to update and digitize the countywide land use base. If the parcel map is prepared using a computerized drafting system, the applicant or their civil engineer shall submit a map in digital graphic format with the final Mylar map to the County of Los Angeles Department of Public Works for recordation and to the City of Santa Fe Springs Department of Public Works for incorporation into its GIS land use map. The City of Santa Fe Springs GIS Coordinate System shall be used for the digital file.

6. That Tentative Parcel Map No. 74163 shall expire 24 months after Planning Commission approval, on January 9, 2019, except as provided under the provisions of California Government Code Section 66452.6. During this time period the final map shall be presented to the City of Santa Fe Springs for approval. The subdivision proposed by Tentative Parcel Map No. 74163 shall not be effective until such time that a final map is recorded.

7. That as a condition for approval for Tentative Parcel Map No. 74163, the "Subdivider," owner/developer, agrees to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards concerning the subdivision when action is brought within the time period provided for in Government Code, section 66499.37. Should the City, its agents, officers or employees receive notice of any such claim, action or proceeding, the City shall promptly notify subdivider of such claim, action or proceeding and shall cooperate fully in the defense thereof.

8. That all other requirements of the City's Zoning Regulations, Building Code, Property Maintenance Ordinance, State and City Fire Code and all other applicable County, State and Federal regulations and codes shall be complied with.

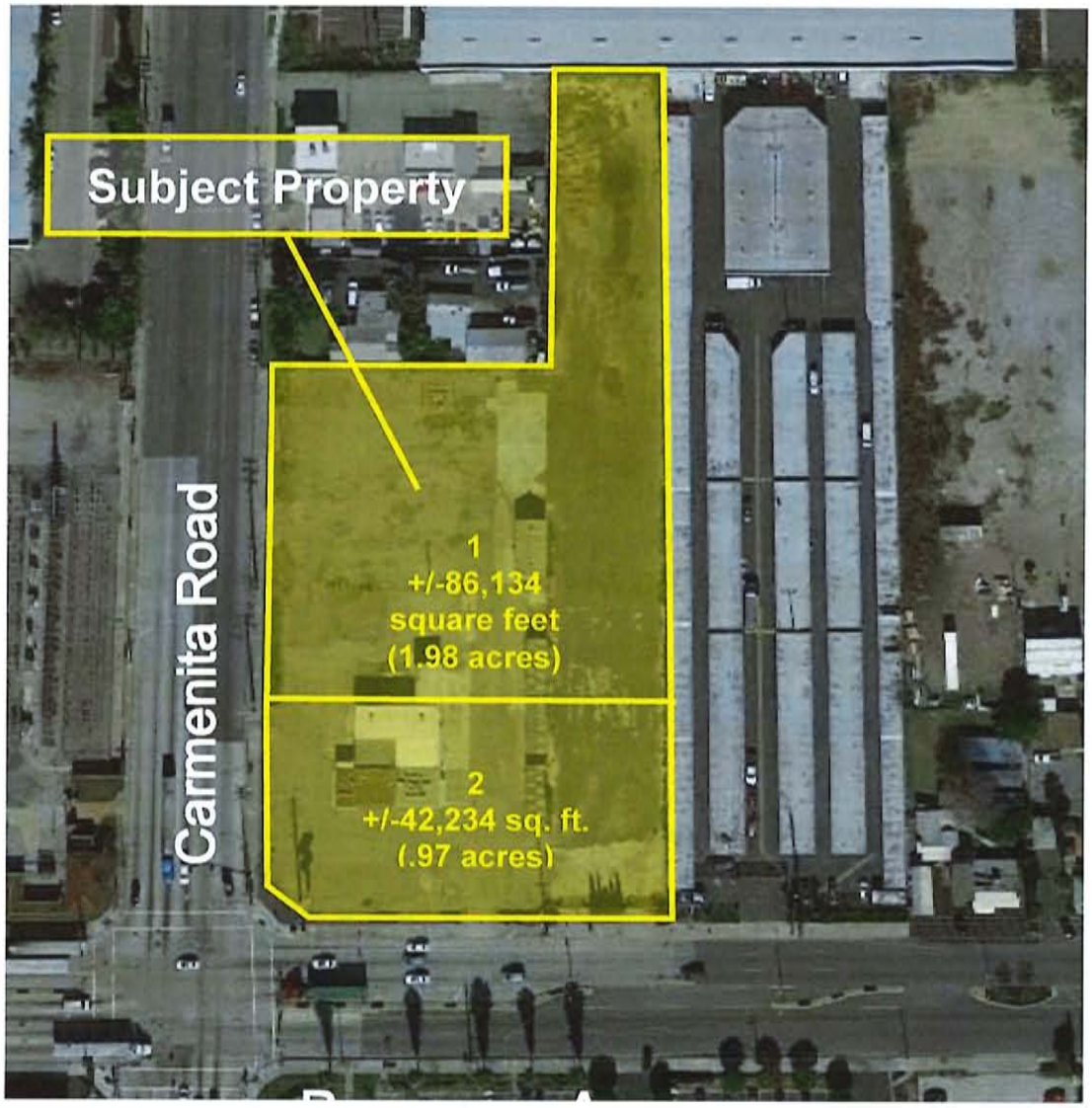
9. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Planning Director

Attachments:
1. Aerial Photograph
2. Proposed Tentative Parcel Map (TPM 74163)
3. Tentative Parcel Map Application
4. Public Hearing Notice
5. Radius Map for Public Hearing Notice.
6. Mitigated Monitoring and Reporting Program

Report Submitted By: Jimmy Wong
Planning and Development Dept.

Date of Report: January 6, 2017

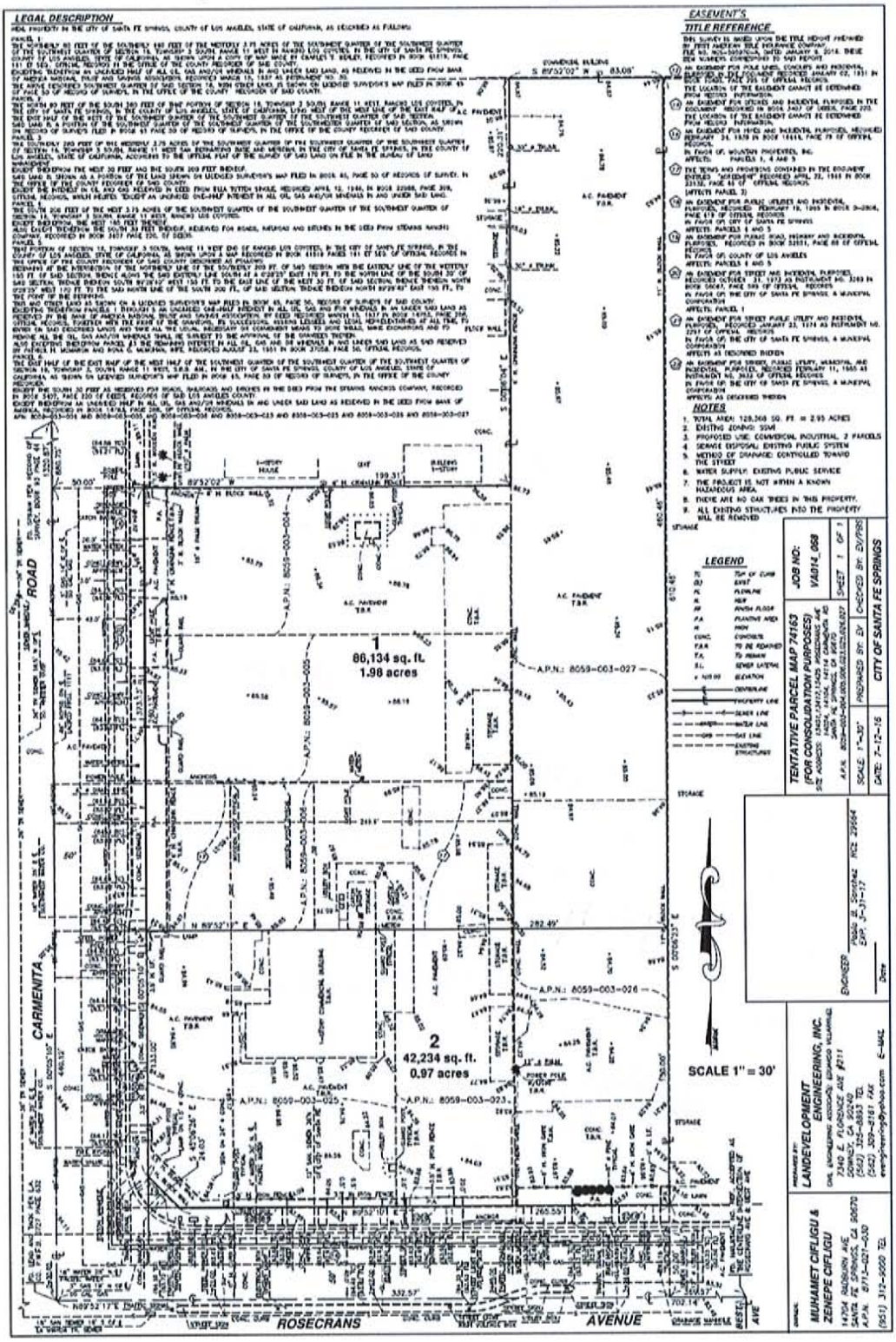


Tentative Parcel Map Case No.74163
Muhamet Cifligu

Report Submitted By: Jimmy Wong
Planning and Development Dept.

Date of Report: January 6, 2017

Proposed Tentative Parcel Map (TPM 74163)



Report Submitted By: Jimmy Wong
Planning and Development Dept.

Date of Report: January 6, 2017

Tentative Tract Map Application

City of Santa Fe Springs

SUBDIVISION/TRACT/PARCEL MAP APPLICATION AND OWNER'S STATEMENT

All applications, plans, maps, exhibits, and other documents must be accurate and complete for submission to the Planning and Development Department. Instructions for filing the Subdivision application are attached to this application, which contain general information, definitions, public hearing requirements, processing procedures and required fees. In addition, further supporting documents may be required upon the discretion of the Planning and Development Department. If the application is determined to be incomplete, the Planning and Development Department will notify the applicant via mail detailing the required document(s). Submission of an incomplete application will impede and prolong the application process.

PROPERTY LOCATION:

Address: 13401, 13417, 13425 Rosecrans Ave & 14024, 14104, 14114 Carmenita Rd., Santa Fe Springs CA 90670

Assessor's Parcel Number:
8059-003-004, 005, 006, 026, 025, 026 and 027

PURPOSE OF PARCEL (SUBDIVISION) MAP & LEGAL DESCRIPTION:

All structures within the property will be demolished to construct a new building with a parking lot.

See attached Legal Description.

PROJECT AND LAND USE DATA:

Existing Land Use:
Commercial/Industrial

Zoning Classification:
M-1

Intended Land Uses of Lots within the Subdivision:
Commercial

General Plan Land Use Classification:
M-1 Light Manufacturing Zone District

Surrounding Land Uses:

North: Commercial (Robert's Liquid Disposal)
South: Commercial (AM/PM, Burger King etc)
East: Commercial (Storage)
West: Commercial (Southern Cal., Edison)

Existing No. of Lots:
7

Proposed No. of Lots:
2

Tentative Tract Map Application (Cont.)

Lot Area-per Parcel (S.F./Acres): Total Area: 128,368SF/2.95 AC

Building (footprint) Area-per Parcel:

Are dedications or public improvements required?

PROJECT FINDING:

After submittal of the completed application, Planning and Development staff will review all documents prior to scheduling a public hearing at the earliest agenda before the Planning Commission of the City of Santa Fe Springs. The application will be evaluated based on the proposed (parcel map) subdivision, public testimony at the hearing, and the finding listed below (Subdivision Map Act, Section 66474). Please provide support for the required findings below and additional comments. Please

PROJECT FINDING	YES	NO	COMMENTS
Is the proposed map consistent with applicable general and specific plans?	x		
Is the design or improvement of the proposed subdivision consistent with applicable general or specific plans?	x		
Is the site physically suitable for the proposed density of development?	x		
Is the design of the subdivision or the proposed improvements likely to cause substantial environmental damage of likely to injure fish or wildlife or their habitat?		x	
Is the design of the subdivision or the type of improvements likely to cause serious public health problems?		x	
Will the design of the subdivision or the type of improvements conflict with easements, acquired by the public at large, for access through or use of the property within the proposed subdivision?		x	

UTILITIES:

Grading: Is any grading of lots contemplated? NO (If yes, show details on the tentative map.)

Water: What provisions are being made to provide an adequate water system? Public Water System

Sewers: What provisions are being made to provide an adequate sewer system? Public Sewer System

Gas and Electricity: Are the appropriate utility companies being contacted to ensure service to the subject property? Yes, property has been served already by the utility companies.

Streets: Will each resulting parcel or lot front on a dedicated and improved street? No

Have you discussed street improvement requirements with the Department of Public Works? No

Deed Restrictions: State nature of deed restrictions, existing and proposed: No restrictions found.

Tentative Tract Map Application (Cont.)

RESPONSIBLE PARTIES:

Gas Agency:	Southern CA Gas Company	**Water Agency:**	City of Santa Fe Springs
Address:	8730 Slauson Ave Pico Rivera CA 90660	Address:	
E-Mail:		E-mail:	
Contact Person:		Contact Person:	
Phone Number:	562-806-4222	Phone Number:	
Sewer Agency:	Los Angeles County Sanitation	**Electric Agency:**	Southern CA Edison Company
Address:	1955 Workman Mill Rd Whittier, CA 90607	Address:	9901 Geary Ave Santa Fe Springs, CA
E-Mail:		E-Mail:	
Contact Person:		Contact Person:	
Phone Number:	562-904-4288	Phone Number:	562-903-3191

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, Developer, Lessee, 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: M. Cifligu

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

OWNER AGENT

Name:
Contact:
Address:
City:
State:
Zip Code:
Phone:
E-Mail:

RECORD OWNER

Name: Muhamet Cifligu & Zenepe Cifligu
Contact:
Address: 14704 Radburn Ave
City: Santa Fe Springs
State: CA
Zip Code: 90670
Phone: 951-312-9000
E-Mail: matt@metric-threaded.com

ENGINEER LICENSE SURVEY

Name: Landevelopment Engineering Inc
Contact: Pablo B. Sanchez
Address: 7340 E. Florence Ave #211
City: Downey
State: CA
Zip Code: 90240
Phone: 562-326-8893
E-Mail: evengineering@yahoo.com

FOR DEPARTMENTAL USE ONLY	
TRACT/PARCEL MAP NO.	TPM # 74163
DATE FILED:	7/19/2016
FILING FEE:	$11,699-
RECEIPT NO.:	1068292
APPLICATION COMPLETE?	

Page 3

Public Hearing Notice

NEOPOST FIRST CLASS MAIL
12/28/2016 US POSTAGE $000.00
ZIP 90670 041L11257783

CITY OF SANTA FE SPRINGS
11710 Telegraph Road · CA · 90670-3679 · (562) 868-0511 · Fax (562) 868-7112 · www.santafesprings.org
"A great place to live, work, and play"

CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TENTATIVE PARCEL MAP CASE NO. 74163
DEVELOPMENT PLAN APPROVAL CASE NO. 915 & 916
CONDITIONAL USE PERMIT CASE NO. 777
MODIFICATION PERMIT CASE NO. 1268 & 1269
& ENVIRONMENTAL DOCUMENTS

NOTICE IS HEREBY GIVEN: that a Public Hearing will be held before the City of Santa Fe Springs Planning Commission for the following:

TENTATIVE PARCEL MAP CASE NO. 74163: A request for approval to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN # 8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres)

DEVELOPMENT PLAN APPROVAL CASE NO. 915: A request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

DEVELOPMENT PLAN APPROVAL CASE NO. 916: A request for approval to allow for the construction of a new 2,998 square feet convenience store, 2,638 square feet car wash, and service station at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

CONDITIONAL USE PERMIT CASE NO. 777: A request for approval to allow for the establishment, operation, and maintenance of a convenience store at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone

MODIFICATION PERMIT CASE NO. 1268: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within required landscape strip on property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

MODIFICATION PERMIT CASE NO. 1269: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) reduction to the width of the required landscaping

Richard J. Moore, Mayor • William K. Rounds, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Thaddeus McCormack

Public Hearing Notice (Cont.)

strip along Carmenita Road and Rosecrans Avenue at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-1, Light Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: Muhamet Cifligu / 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027) & 13417 Rosecrans Avenue (APN: 8059-003-025, 023, 026)

CEQA STATUS: Upon review of the proposed project, staff has determined that additional environmental analysis is required to meet the requirements of the California Environmental Quality Act (CEQA). The applicant has since retained Marc Blodgett of Blodgett and Associates, and Crown City Engineers to prepare the necessary CEQA documents and associated Traffic Study. Staff is currently working with the applicant's CEQA consultant on finalizing the Initial Study, subsequent Mitigated Negative Declaration (MND), and Traffic Study. Once the draft CEQA documents are finalized, an NOI (Notice of Intent) to adopt the Mitigated Negative Declaration will be prepared and thereafter posted in the LA County Recorder's Office to initiate the mandatory 20-day public review period.

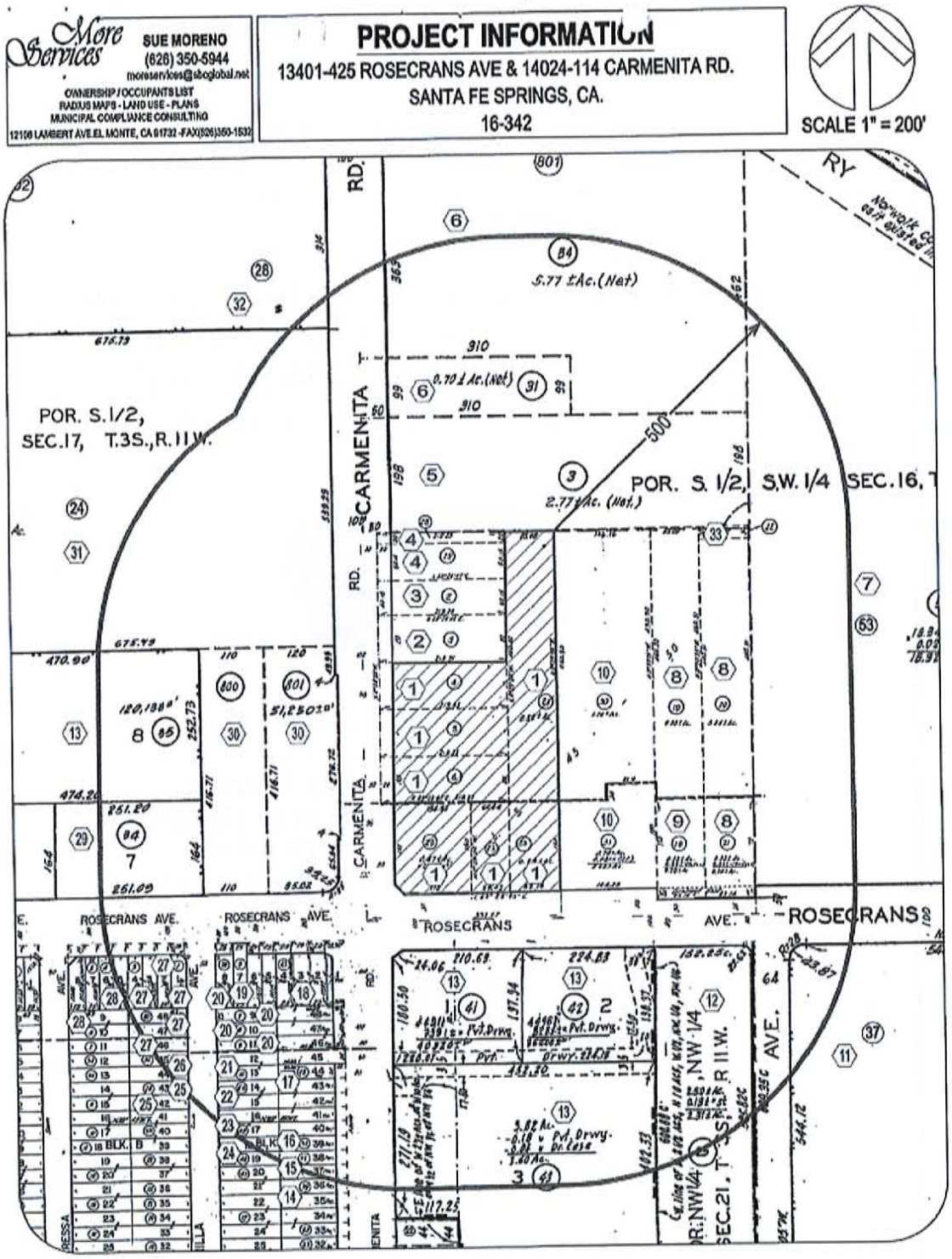
THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on Monday, January 9, 2017 at 6:00 p.m.

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items 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 7451, Jimmywong@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

500' Radius Map



Report Submitted By: Jimmy Wong
Planning and Development Dept.

Date of Report: January 6, 2017

Mitigated Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

MITIGATION MONITORING AND REPORTING PROGRAM

INDUSTRIAL & COMMERCIAL DEVELOPMENT
14114 CARMENITA ROAD AND
13417 ROSECRANS 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

OCTOBER 21, 2016
SFNP 034

Mitigated Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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2.	Findings of the Environmental Assessment	2
3.	Findings Related to Mitigation Monitoring	2
4.	Mitigation Measures	3
5.	Mitigation Monitoring	5

1. OVERVIEW OF THE PROJECT

Mitigated Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate various uses within two parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-foot) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-foot) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively.

The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions.

Four truck doors will be located on the north-facing elevation of the warehouse building. Parking for the proposed warehouse building will be provided on surface parking areas and will include 73 parking stalls for Parcel 1 and 21 parking stalls for Parcel 2. Access to Parcel 1 will be provided by a single two-way driveway on the east side of Carmenita Road. Access to Parcel 2 will be provided by a driveway connection with the east side of Carmenita Road and two driveway connections located on the south side of Rosecrans Avenue. Lastly, 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.

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

Mitigated Monitoring and Reporting Program (Cont.)

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). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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. 2 (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. 3 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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.

Mitigation Measure No. 4 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

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

Mitigation Measure No. 5 (Hazards & Hazardous Materials). An 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).

Mitigated Monitoring and Reporting Program (Cont.)

Mitigation Measure No. 6 (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. 7 (Hydrology & 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. 8 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

The analysis of public service impacts indicated that no significant 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. 10 (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. 11 (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

Mitigated

Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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 below.

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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:
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 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 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. 6 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.	City of Santa Fe Springs Planning and Development Department and the Los Angeles County Natural History Museum (LACNHM) • *(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 appointed paleontologist.	Date: Name & Title:

Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 8 (Hazards and Hazardous Materials). An 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).	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. 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:
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:

Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.	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. 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:

PUBLIC HEARING

Development Plan Approval Case No. 915, Modification Permit Case No. 1268, and related Environmental Documents

DPA Case No. 915: A request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building; *MOD Case No. 1268:* A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within required landscape strip along Carmenita Road; *Environmental Documents:* A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project on property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone. (Muhamet Cifligu)

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. 915, Modification Permit Case No. 1268 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 Sections 155.695 and 155.696 of the City Zoning Regulations for the granting of a Modification Permit; and

5. Approve and adopt the proposed Mitigated Negative Declaration with Traffic Study 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 915 & MOD 1268); and

RECOMMENDATIONS (Cont.)

7. Approve Development Plan Approval Case No. 915 and Modification Permit Case No. 1268, subject to the conditions of approval as contained within the Staff Report.

LOCATION / BACKGROUND

The subject property, located at 14114 Carmenita Road, comprised of four (4) parcels (APN: 8059-003-004, 005, 006 and 027) measuring 86,134 square feet (1.98 acres), is located at the east side of Carmenita Road. The property is zoned M-1 (Light Manufacturing) and is currently developed with an abandon structure that was occupied as an equipment rental company. Industrial uses are located to the north, east, south, and west of the property.

The applicant/ property owner, Muhamet Cifligu, is proposing to construct a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road. In accordance with the City's Zoning Regulations, a Development Plan Approval is required for the construction of any new structure within the redevelopment project area. It should be noted that the applicant is concurrently requesting consideration and approval of a Tentative Parcel Map to allow for the consolidation of four (4) parcels (APN: 8059-003-004, 005, 006 and 027) that comprise the subject property, into one parcel.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA 915) – Request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road.

Modification Permit (MOD 1268) – Request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within the required landscape strip.

DEVELOPMENT PLAN APPROVAL (DPA 917)

As stated previously, the applicant is requesting approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

Site Plan

The applicant is proposing to construct a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road (APN 8059-003-004, 005, 006 & 027). The

site has been designed with parking for patrons and employees along the front yard area facing Carmenita Road, and within the north side yard area. In addition, the site has been designed whereby a trucking area is provide along the side yard area adjacent to the north property line, behind a proposed 14' high decorative block wall. The proposed industrial building will be setback a minimum distance of 63' from the street facing property line along Carmenita Road, and minimum distance of 26' from the northerly property line. The proposed development will provide a 26' wide driveway along the west property line on Carmenita Road for ingress and egress. As proposed, the site plan exceeds the minimum setback requirements for properties within the M-1 Zone.

Floor Plan

According to the floor plan, the building will have an overall floor area of approximately 44,593 square feet. The proposed industrial building (Unit A) will consist of 37,928 square feet of warehouse space, 3,447 square feet of first floor office area, and 3,218 square feet of mezzanine area. It should be noted that Unit B and Unit C, the proposed convenience store and car wash, are part of the overall development but is not located on the subject property.

Elevations

The elevations indicate that the proposed structures will have a contemporary design. The entry to the office area (west elevation) is provided with extensive glazing, color variation, pop-outs, height variation, and material used. The remaining elevations have been provided with a combination of the aforementioned architectural treatments, which results in an aesthetically pleasing building. Overall, the building will measure 35'-9" at its highest point; however, most of the building will be 32'-6" high.

Landscaping Requirements

For maximum value, the majority of the landscaping will be provided along the setback areas that are adjoining a street (Carmenita Road). Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. The minimum landscape requirement for the project, based on the overall street frontage of 240 is 7,511.79 square feet. According to the plan, the applicant will be providing an overall total of 5,265 square feet of landscaping throughout the site. The project therefore does not meet the minimum requirement set forth in the City's Zoning Regulation. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 2,246.79 square feet of landscaping from the overall landscaping requirement of 7,511.79 square feet, based on the property street frontage.

In addition, as required by the Code, on lots fronting a primary or secondary highway, a minimum 20 feet wide landscaping strip shall be installed between the on-site parking area and the property line adjoining a public street. According to the site plan, the applicant is proposing to install a pedestrian pathway within the required 20'

landscaping strip. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow for the installation of a pedestrian pathway within the required landscape strip.

Parking Requirements
A total of 73 parking stalls will be provided for the new building: 55 standard stalls, 15 compact stalls, and 3 accessible stalls. As proposed, the project is required to provide a total of 73 parking stalls.

- 44,593 square feet of warehouse and in: 1 stall per 500 square feet for the first 20,000 square feet = 40 stalls, and 1 stall per 750 square feet for the next 24,593 square feet = 33 stalls

The proposed project, therefore, meets the minimum parking requirements set forth by the City's zoning regulations.

Loading Doors
According to the plan, the proposed building will have a total of four (4) loading doors, two (2) grade level door and three (2) dock high door, along the north elevation. All loading doors are strategically placed so that they will not be directly visible from Carmenita Road. Additionally, the applicant will provide a 14' high decorative block wall along the west setback area. The doors and related trucking activities will therefore be screened from public view.

Per City Zoning Regulation, all off-street truck loading areas, zones, ramps, doors, wells or docks shall be designed to provide and maintain a minimum unobstructed area of 120 feet to allow for proper truck maneuvering on-site. According to the site plan, the most westerly roll up door does not have a minimum unobstructed area of 120 feet. Staff is therefore requiring, as a condition of approval, that said grade level loading door shall not be utilize for truck loading/unloading activities. In addition, it should be noted that the applicant only provided an on-site circulation plan for a 20' bobtail truck. Staff is therefore requiring, as a condition of approval, that no truck larger than a 20' bobtail truck shall access the subject property unless an updated on-site circulation plan is provided to staff for review.

Trash Enclosures
According to the site plan, one 19' x 17' (323 square feet) trash enclosure will be constructed near the north parking area. The proposed trash enclosure will be placed behind the adjacent property building and thus will be setback at least 219' from Carmenita Road.

Driveways
Ingress and egress will be provided by a new 26' wide driveway on the northerly portion

of the property along the Carmenita Road frontage.

MODIFICATION PERMIT (MOD 1270)
As part of their request, the applicant is requesting approval of a Modification Permit (MOD) to allow for a reduction in overall required landscaping area, and to allow for the installation of a pedestrian pathway within the required landscape strip along Carmenita Road for property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

Per City Zoning Regulation, when a development adjoin a dedicated street, a minimum area equivalent to 25 square feet for each lineal foot of frontage shall be suitably landscaped and maintained. In addition, all parking areas shall have landscaping installed equivalent to 6% of the total parking area. The minimum landscape requirement for the project, based on the overall street frontage of 240 feet is 7,511.79 square feet. According to the plan, the applicant will be providing an overall total of 5,265 square feet of landscaping throughout the site. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 2,246.79 square feet of required landscaping area.

In addition, the applicant is also requesting approval to allow for the installation of a pedestrian pathway within the required landscape strip along Carmenita Road. As mentioned previously, per City Zoning Regulation, on lots fronting a primary or secondary highway, a minimum 20 feet wide landscaping strip shall be installed between the on-site parking area and the property line adjoining a public street. According to the plan, the applicant is proposing to provide a pedestrian pathway within the require landscaping strip. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow for the installation of a pedestrian pathway within the required landscaping strip along Carmenita Road.

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-1, Light Manufacturing, Zone. Pursuant to Section 155.210 of the Zoning Regulations "The purpose of the M-1 Zone is to provide appropriately located areas for the establishment of light industrial plants and related activities and to promote the concentration of such uses in a manner which will foster mutually beneficial relationships with each other, as well as with the areas of the city zoned for heavy industrial development. The regulation of uses and standards of

development set forth for the M-1 Zone are those deemed necessary to provide the proper environment for the efficient and desirable use of light industrial land and to provide the proper safeguards to protect nearby residential, commercial and public uses."

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

1. The land is appropriate for industrial uses based on its zoning, M-1, Light Manufacturing and its General Plan Land Use designation of Industrial.
2. Since the proposed development (concrete tilt-up industrial 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 of a new and attractive industrial building on a site that contain abandoned structures, 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 proposed industrial project will provide a positive contribution to the local job market as the 44,593 square feet development should bring in several new 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 has been abandoned for years. The proposed project/building will be a significant improvement to the subject site. 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 subject property will be properly situated with landscaping along the Carmenita Road frontage. The proposed building will contain a warehouse component with an incidental office area. Additionally, the design of the new building provides quality architectural design (demonstrated by glazing, pop-outs, and variations in height, 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 suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion and harmony.

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

Findings:
Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's Zoning Regulations. For instance, the 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 decorative block wall. Additionally, although the proposed landscape areas do not meet the minimum requirements set forth by the City's Zoning Regulations, the majority of the landscape areas are located along the frontage of the subject property for maximum value. Lastly, the proposed trash enclosures have all been strategically placed behind the adjacent building, and therefore, will not be accessible or 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, setback, materials and color. The style and architecture of the proposed building is 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 sitting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

The proposed industrial project will be constructed on a site that is currently under-utilized. Staff finds that the new contemporary industrial building is attractive and thus

will be an enhancement to the overall area. Staff believes that proper attention has been given to the location, size, and design of the proposed building.

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.
Pursuant to Section 155.695 of the City's Zoning Regulations, before any modification shall be grant, the Planning Commission shall satisfy itself that the applicant has shown the 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:
Landscape Area:
The following table shows that the Planning Commission has granted similar requests for reductions in landscaping requests in the past. Granting of the modification would thus not grant special privileges to the applicant not enjoyed by other property owners in the area.

Table – Recent Landscape Reduction Approval

Case	Location	Approval Date
MOD 1270	12636 Los Nietos Road	July 2016
MOD 1242	10240 Geary Avenue	August 2014
MOD 1243	10200 Matern Place	June 2014

Pathway:
The purpose of the proposed pathway is to provide a path of travel for all patrons. Under the Americans with Disabilities Act (ADA), each facility constructed by, on behalf of, or for the use of a public entity shall be designed and constructed in such manner that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, if the construction was commenced after January 26, 1992. Granting of the modification would not grant special privileges to the applicant not enjoyed by other property owners in the area.

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

Findings:
Landscape Area:
Although the landscaping area for the proposed development could technically be increased to meet the required landscape area set forth in the City's Zoning Regulation, By providing additional landscaping within the north parking area. However, said

parking area is not visible from public view. Providing landscaping to that area would serve no useful purpose to the public. Furthermore, it will be difficult for staff to monitor said landscape area.

Pathway:
The proposed pathway is a critical component necessary to meet ADA path of travel requirement. Based on the required number of parking stalls, the applicant must provide three (3) handicap parking stalls. According to 2010 ADA Standards for Accessible Design, all new development must provide a path of travel that connect an exterior approach (including sidewalks, streets, and parking areas) to an entry of the development. In order to provide a path of travel for the said handicap parking stalls, it is necessary for the proposed pathway to be located within the required landscaping strip.

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

Findings:
Landscape Area:
The unique circumstance is the odd shape and configuration of the subject property. The subject property is considered a reverse flag lot, where the narrow portion of the lot is behind another property. Due to the narrowness, that portion of the property is best suited for a parking area only. Although the applicant can technically provide additional landscaping within that portion of the property, providing landscaping in said area would serve no useful purpose to the public since it is not visible from public. Furthermore, it will be difficult for staff to monitor. It should be noted that the majority of the landscape areas are located along the frontage of the subject property for maximum value.

Pathway:
As mentioned previously, the unique circumstance is the odd shape and configuration of the subject property. The proposed development is designed with two (2) parking areas. One parking area is located within the front setback area along Carmenita Road, and the other parking area is located within an area north of the proposed industrial building. With the entrance of the building located along the front setback area, it is necessary to provide the required handicap stalls within the front parking area in order to provide the shortest path of travel for patrons with disability.

(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:
Landscape Area:
The Modification Permit, if granted would not be detrimental to other persons or

properties in the area. As mental previously, although the proposed landscape areas do not meet the minimum requirements set forth by the City's Zoning Regulations, the majority of the landscape areas are located along the frontage of the subject property for maximum value.

Pathway:
The Modification Permit, if granted would not be detrimental to other persons or properties in the area. As mentioned previously, the proposed pathway is a critical component necessary to meet the ADA path of travel requirement. The purpose of the pathway is to create a path of travel that will connect the proposed handicap parking stalls with the entrance of the proposed building.

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 subject property has one challenge and/or unique physical circumstance. The subject property is located on a reverse flag lot, which means that a portion (approximately 18,267 square feet) of the property is relatively narrow and located behind another property. With a unique lot shape, it is difficult for the applicant to design a feasible project that meets all City Zoning Regulations and the State's ADA regulations. The hardship mentioned is 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:
Landscape Area:
For maximum value, the majority of the landscaping will be provided along the front setback area that adjoins a street (Carmenita Road). Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. As previously mentioned, a portion of the subject property is located behind an adjacent property with no street frontage. Although the applicant can technical install additional landscaping within the northerly parking area to meet the City landscaping requirements, doing so would serve no useful purpose to the public since it is not visible from the public and it will be difficult for staff to monitor said area.

Pathway:
According to the 2010 ADA Standards for Accessible Design, any new development must provide a path of travel that connects an exterior approach (including sidewalks, streets, and parking areas) to an entry of the development. In order to provide a path of travel for the proposed handicap parking stalls, it is necessary for the proposed pathway to be located within the required landscaping strip.

(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 reverse flag lot, it is more difficult to develop a project that meets all required development standards compared to a standard rectangular lot, or a corner lot. The aforementioned circumstance 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:
It is not common to find a reverse flag lot. Properties surrounding the subject property are either corner lot or interior lots. This unique condition is not generally applicable to most properties in the City or the surrounding properties.

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

Findings:
Landscape Area:
With the exception of the proposed driveway and walkways, the proposed development will provide landscaping along the entire front setback area. Said landscape areas are located where they are most visible from the public for maximum aesthetic value. It is staff's opinion that the requested modification will not diminish property values in the neighborhood.

Pathway:
The requested modification will allow the applicant to install a pathway within the required landscaping strip and meet ADA path of travel requirement associated with the project. It is staff's opinion that the requested modification will not diminish property values in the neighborhood.

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

Findings:

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 Carmenita Road. Carmenita Road is designated as a "Major Arterial" within the Circulation Element of the City's General Plan.

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-1, Light Manufacturing, Zone	Industrial	Liquid Disposal (14108 Carmenita Road/Robert's Liquid Disposal)
South	M-1, Light Manufacturing, Zone	Industrial	Industrial Use (13417 Rosecrans Ave/DPA 916)
East	M-1, Light Manufacturing, Zone	Industrial	Self-Storage (13443 Rosecrans/ A-American Self Storage)
West	M-2, Heavy Manufacturing, Zone	Industrial	Edison (Edison Facility)

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 December 28, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on December 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on December 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 proposal.

ENVIRONMENTAL DOCUMENTS

The environmental analysis provided in the Initial Study indicates that the proposed project will not result in any significant adverse immitigable impacts on the environment therefore, the City caused to be prepared and proposed 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 of a Negative Declaration or Mitigated 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 mitigated 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" 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 effect 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, 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 October 26, 2016 to November 15, 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 reference 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 Mitigated 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 and Monitoring Program (attachment #12).

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

AUTHORITY OF PLANNING COMMISSION:
The Planning Commission may grant, conditionally grant or deny approval of a proposed development plan and/or modification 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 562.868-1511 x7545)

1. That the applicant shall pay a flat fee of $ 25,992 (Obtain cost from Engineering) to reconstruct/resurface the existing street frontage to centerline for Carmenita Road.

2. The applicant shall pay the costs associated with the furnishing and installation of an Emergency Vehicle Preemption System (OPTICOM) at the intersection of Carmenita Road as determined by the City Engineer and Fire Chief.

3. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Carmenita Road 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.

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 the applicant shall pay to the City the entire cost of $30,000 for design, engineering, installation and inspection of two (2) street lights on Carmenita Road. The City will design and cause construction of said street light(s).

7. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications in Carmenita Road. 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. 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.

14. 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.

15. 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.

16. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. Developer shall comply with Los Angeles County' s Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

17. The applicant shall provide at no cost to the City, one mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

18. 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.

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

20. 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.

21. 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.

22. 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.

23. 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.

24. 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).

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

25. That the Applicant, and all other future property owners, shall not allow any of the parking or loading areas to be used for outdoor storage at anytime. Moreover, the Applicant, and all future property owners, shall obtain approval from the Department of Police Services and the Department of Planning for the installation of fences that are not currently shown on the site plan submitted for this approval.

26. That the Applicant, and all other tenants, shall not allow trucks to back-in from the public street. Violation of this condition will result in an administrative citation directly to the property owner or the owner of the business operating the facility. Citations carry fines of up to $500.00 for each offense.

27. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the 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 plan shall be submitted to the Director of Police Services no later than sixty (60) day from the date of approval by the Planning Commission.

28. That the applicant shall provide an emergency phone number and a contact person 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 during the construction phase of the project.

29. 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.

30. 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.

31. 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

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Richard Kallman 562.868-0511 x3710)

32. 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.

33. 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.

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

35. 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.

36. 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.

37. 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.

38. 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.

39. 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)

40. 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.

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

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

WASTE MANAGEMENT :
(Contact : Teresa Cavallo 562.868-0511 x7309)

43. 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.

44. 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.

45. 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: Jimmy Wong 562.868-0511 x7451)

46. That approval of the subject Development Plan Approval (DPA) Case No. 915 is still contingent upon approval of Modification Permit (MOD) Case No. 1268 to allow a reduction of overall landscaping area, and installation of a pathway within the required landscaping strip along Carmenita Road; and related Environmental Documents with traffic study.

47. That the Mitigation Monitoring 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. 915. The Mitigation Monitoring Program is listed as an attachment to this staff report.

48. That the applicant agrees and understands that the proposed grade level roll-up door on the north/west corner of the building shall not be utilized for truck loading and unloading at any time.

49. That the applicant agrees and understand that no truck larger than a 20 feet semi-trailer truck shall access the subject property unless an updated on-site circulation plan is provided to staff for review.

50. That 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.

51. 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.)

52. That the applicant agrees and understands that all utilities within the development shall be placed underground.

53. 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.

54. 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.

55. That the applicant shall provide a bulletin board, display case, or kiosk to display transportation information where the greatest number of employees are likely to see it. 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.

56. That the applicant understands and agrees that compliance with condition of approval number 55 must be obtained prior to issuance of a certificate of occupancy.

57. That *prior* to submitting building 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.

58. That prior to submitting plan to Building Division for plan check, the applicant, must coordinate with City's Public Work Department for final parcel map checking. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

59. That 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.)

60. 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).*

61. 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.

62. 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.

63. 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).

64. 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.

65. 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.

66. 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.

67. 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)*.

68. 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.

69. 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.

70. 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.

71. 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.

72. That a minimum of 73 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.

73. That the applicant shall design and construct meandering sidewalks along Carmenita Road. Said meandering sidewalk must be reviewed and approved by the Planning Department and Public Works Department prior to construction.

74. 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.

75. 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.

76. That the applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Carmenita Road, use said streets as a staging area, or to backup onto the street from the subject property.

77. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

78. That prior to issuance of building permits, the applicant or owner/developer shall comply with the following conditions to the satisfaction of the City of Santa Fe Springs:

    a. Covenants.
        1. Applicant or owner/developer 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 or owner/developer shall provide a written covenant to the City that, based on reasonable investigation and inquiry, to the best of their 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 and owner/developer understand 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 and owner/developer understand 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.

79. 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).

80. That the applicant or the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for

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

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 and owner/developer agree to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards 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.

83. That all 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.

84. 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.

85. That it is hereby declare to be the intent that if any provision of this Approval is violated or held to be invalid, or if any law, statute or ordinance is violated, this Approval shall be void and the privileges granted hereunder shall lapse.

Wayne M. Morrell
Director of Planning

Attachments:

1. Aerial Photograph
2. Site Plan
3. Floor Plans
4. Elevations
5. Colored Rendering
6. Photo Site Plan
7. Development Plan Application
8. Initial Study Application
9. Modification Permit Application
10. Public Hearing Notice/Postcard
11. Radius Map for Public Hearing Notice
12. Mitigation Monitoring and Reporting Program

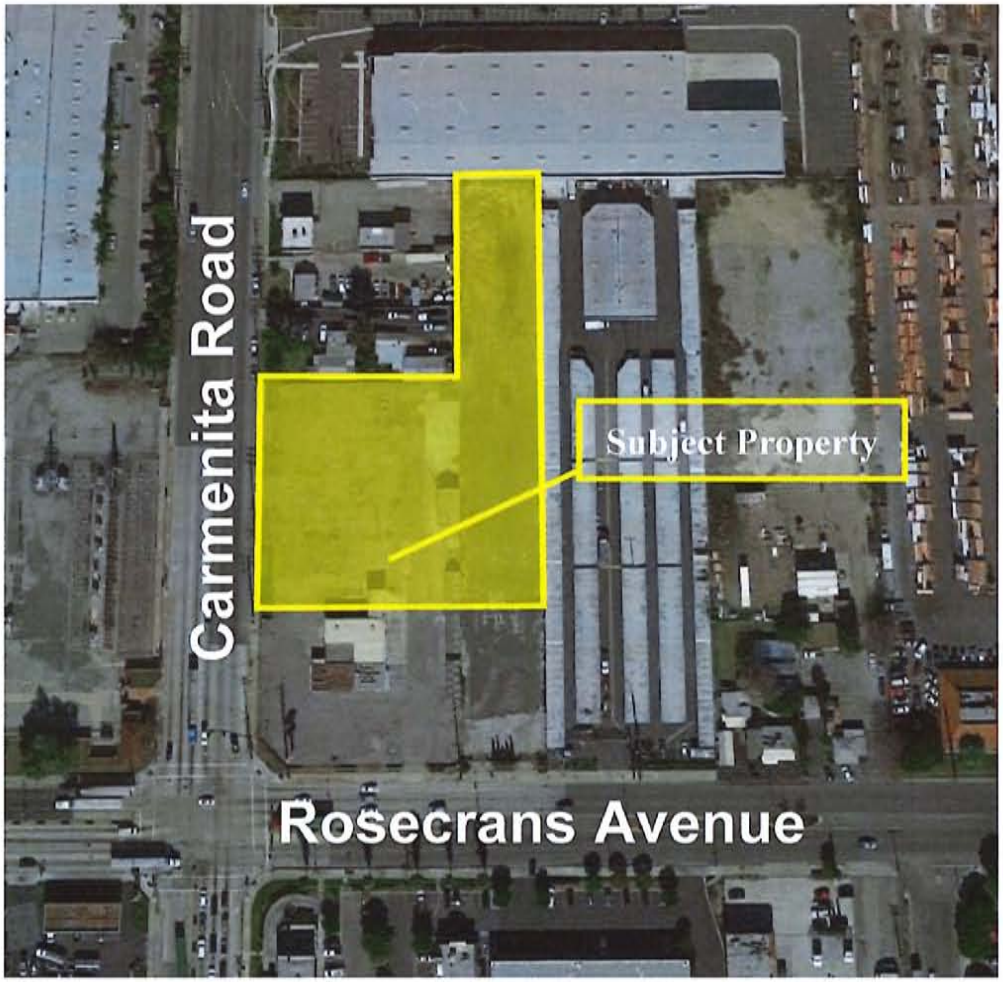
Q:\Planning\Staff\Jimmy\14114 Carmenita Road\DPA 915 & MOD 1268 Staff Report 1.docx

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH – 14114 Carmenita Road

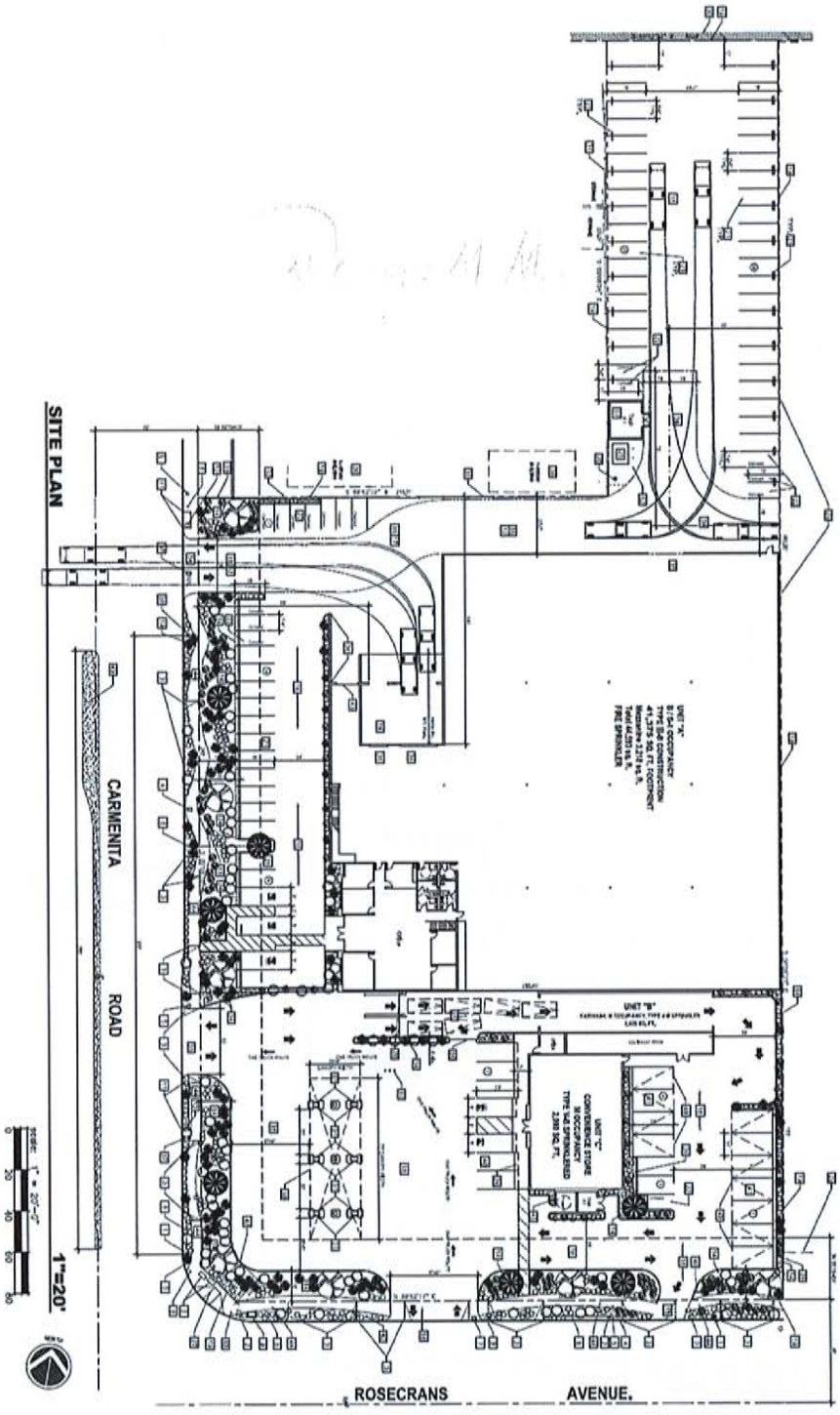
PROJECT:
Development Plan Approval (DPA) Case No. 915; and
Modification Permit (MOD) Case No. 1268

APPLICANT:
Muhamet Cifligu

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

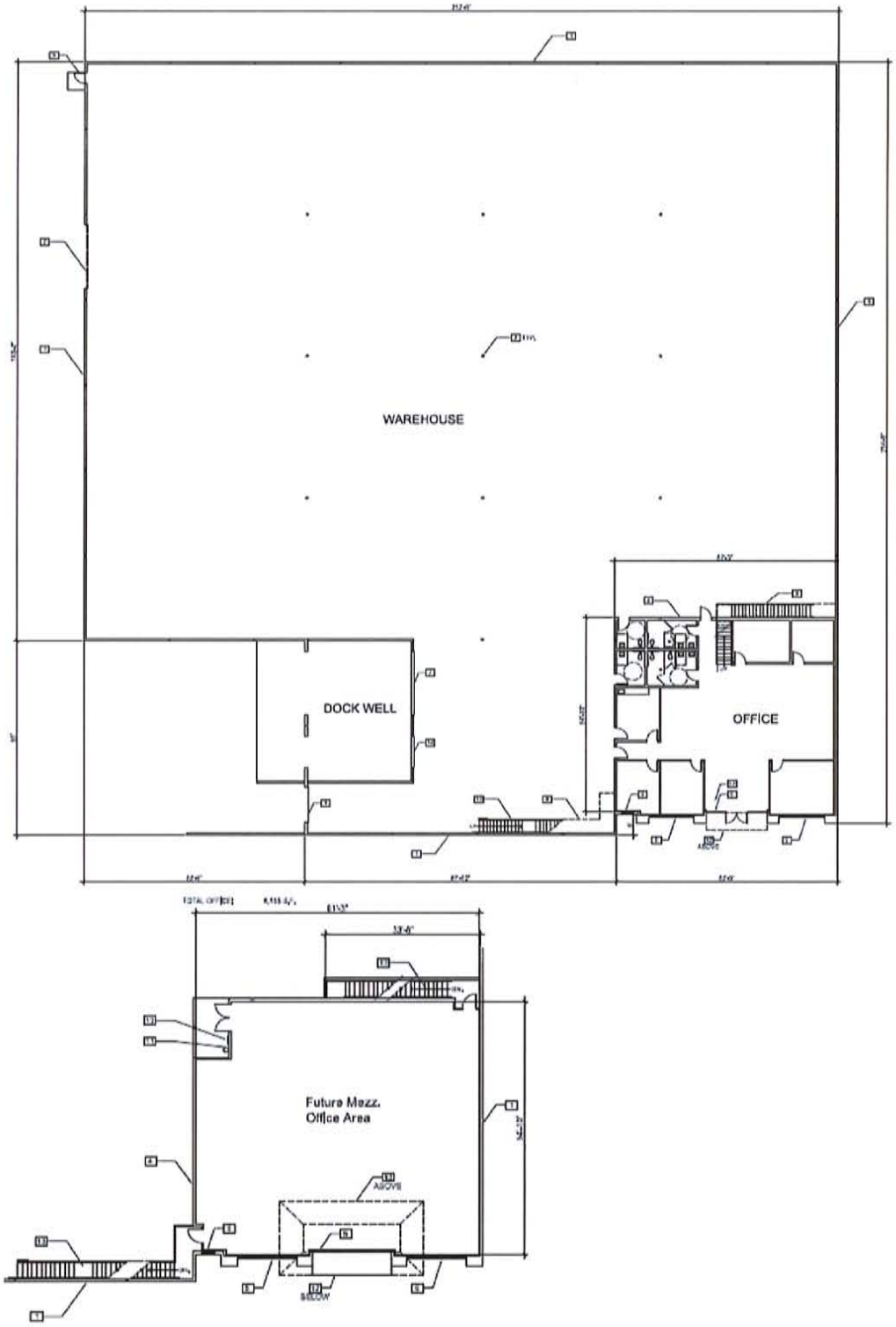
Site Plan



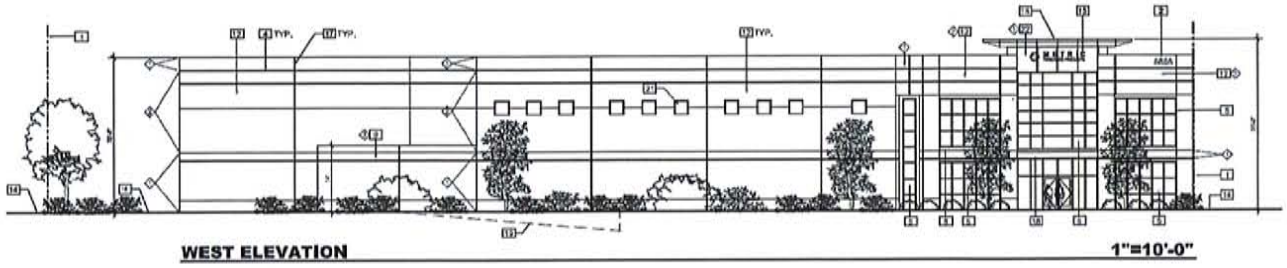
Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

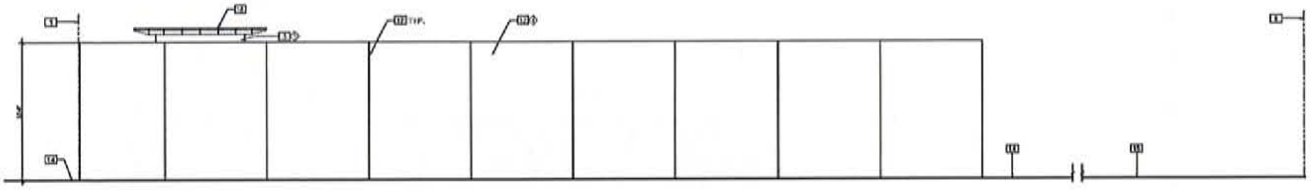
Floor Plans



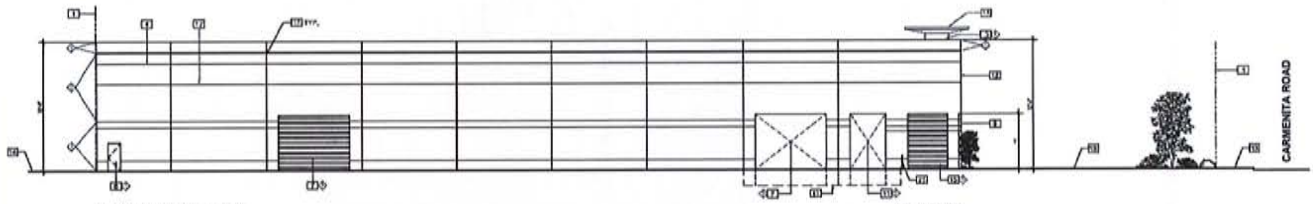
Elevations



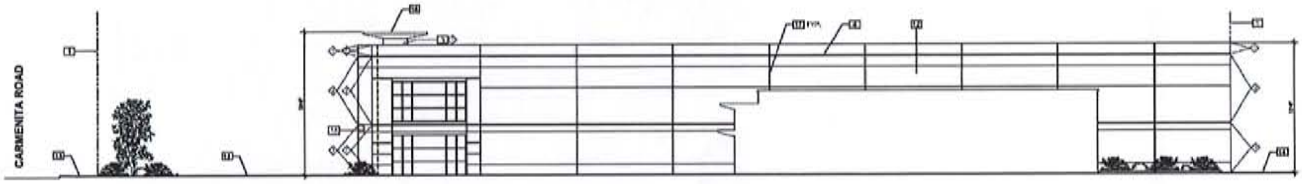
WEST ELEVATION 1"=10'-0"



EAST ELEVATION 1"=10'-0"

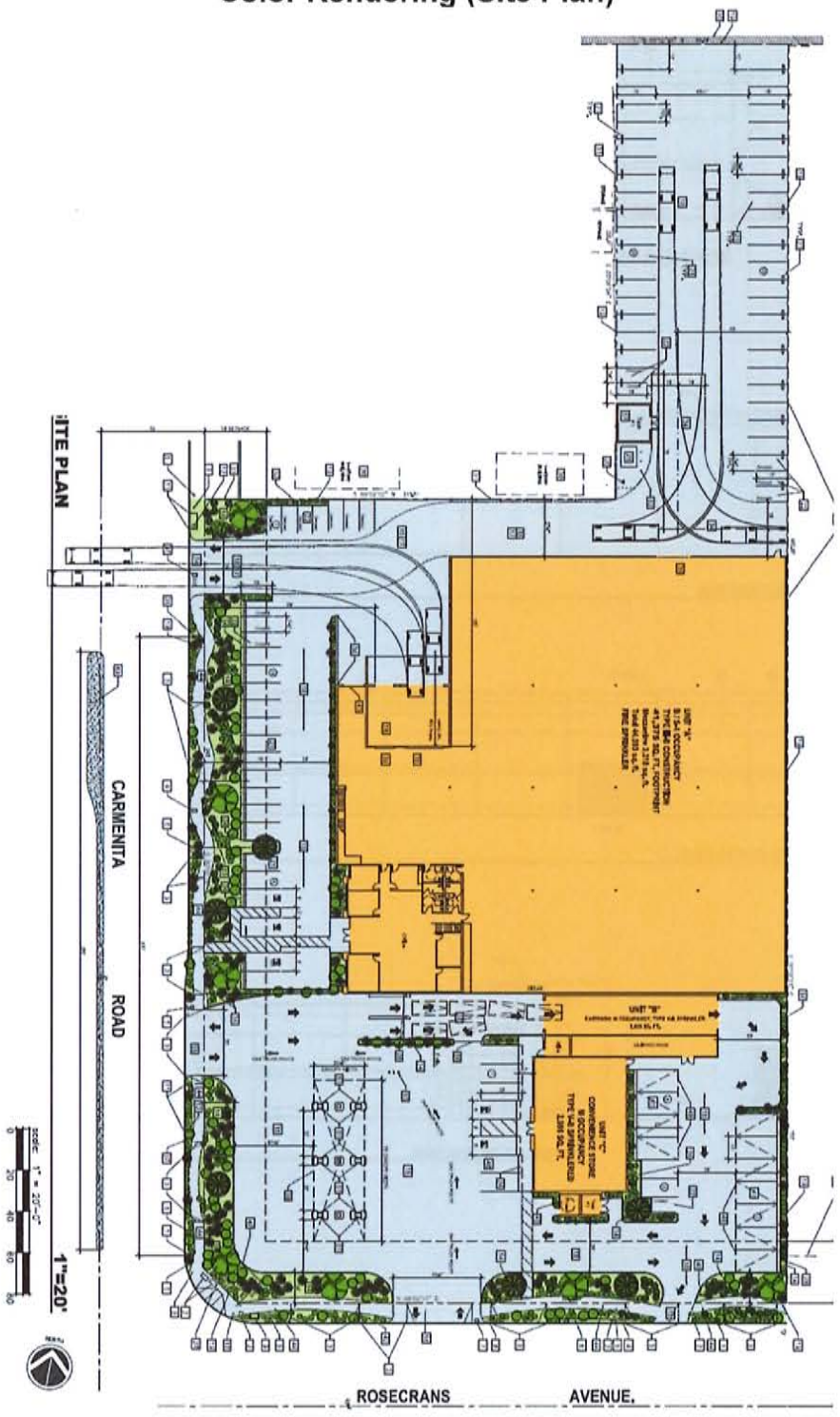


NORTH ELEVATION 1"=10'-0"

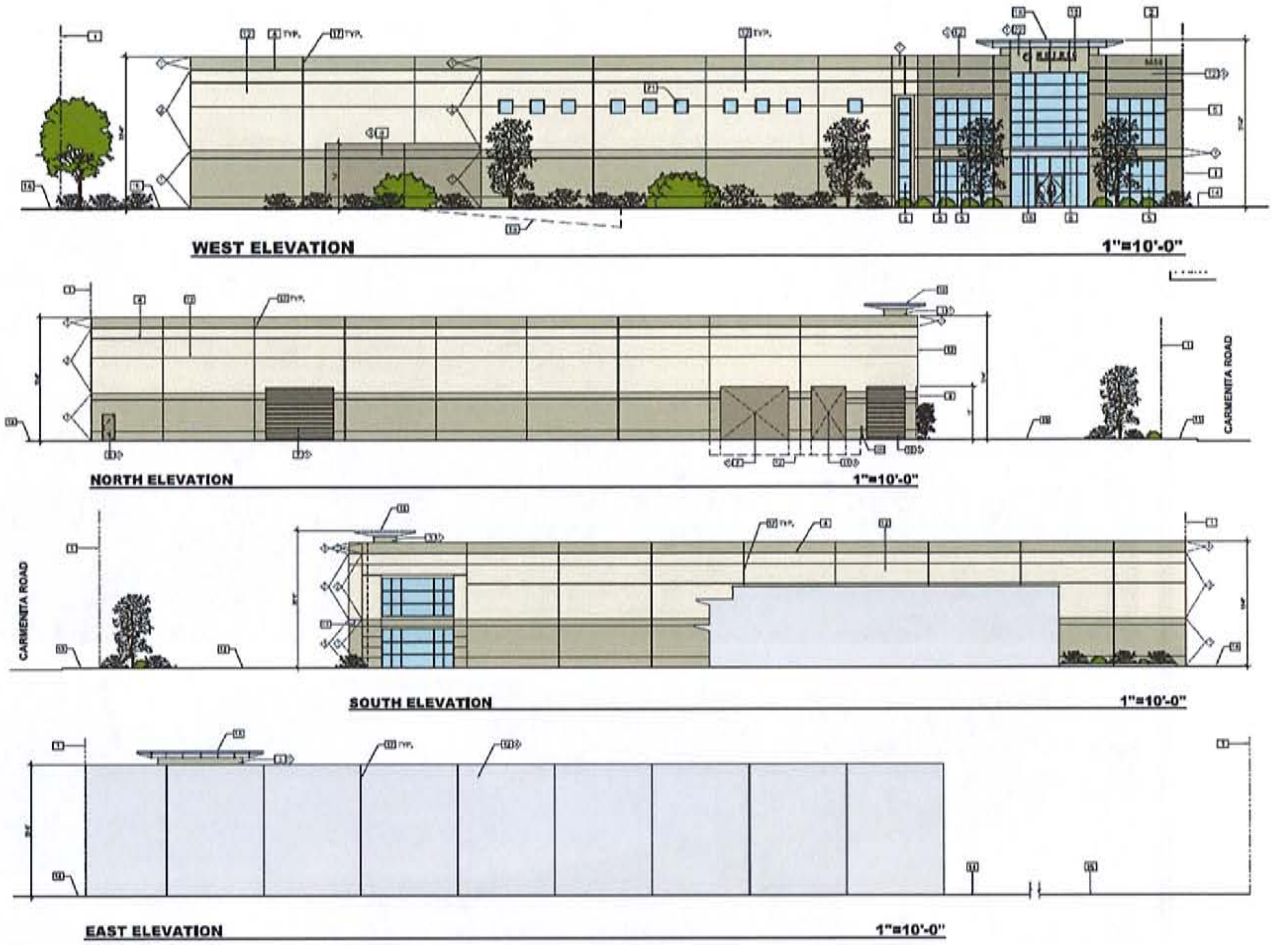


SOUTH ELEVATION 1"=10'-0"

Color Rendering (Site Plan)



Color Rendering (Elevations)

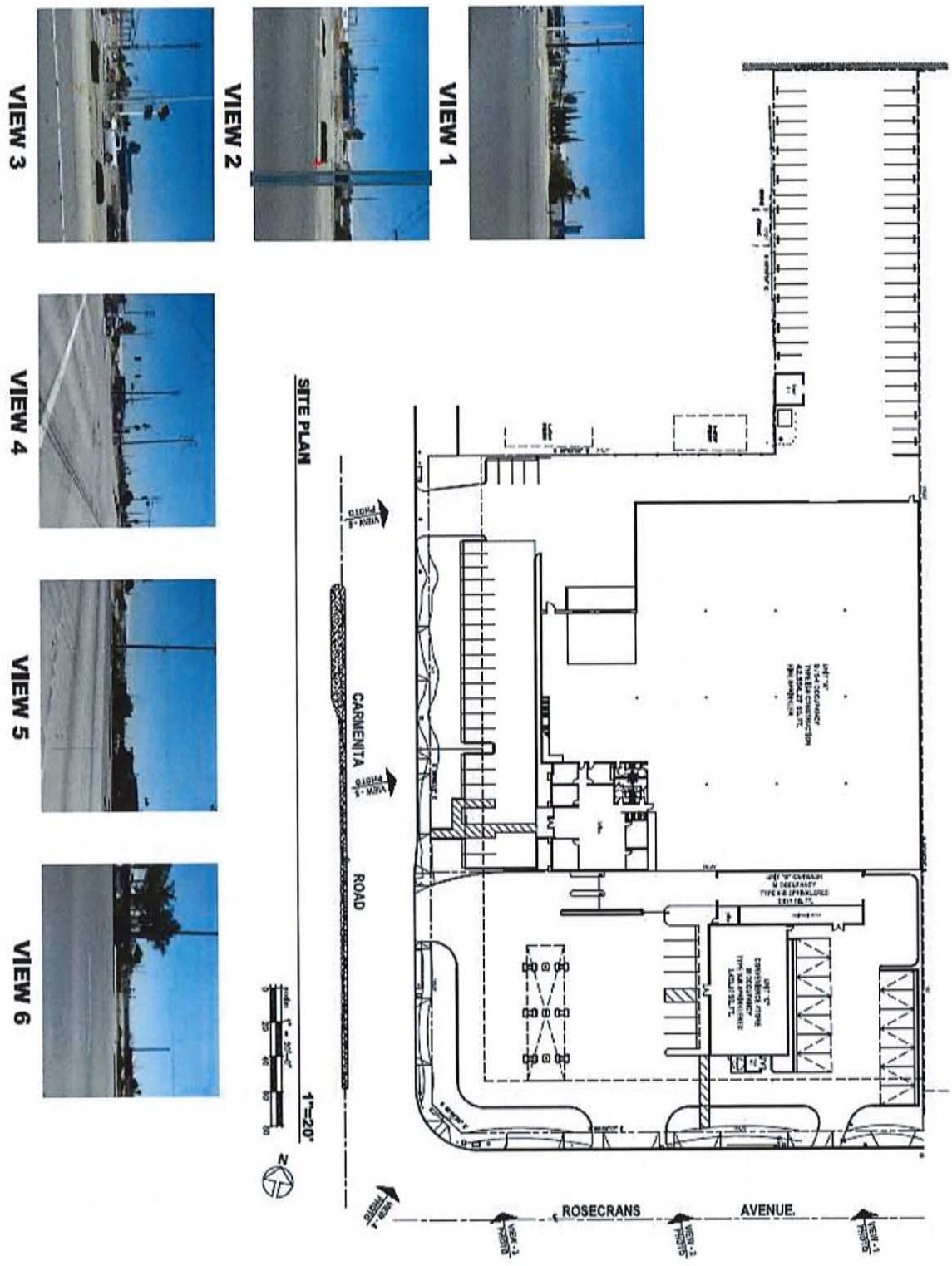


Color Rendering





Photo Site Plan



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Development Plan Approval Applicaion

RECEIVED
APR 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:
14114 Carmenita Road, Santa Fe Springs, California 90670

RECORD OWNER OF THE PROPERTY:
Name: Muhamet Ciftgu Phone No: 562-404-0565
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Fax No: 562-404-0566 E-mail: matt@metric-threaded.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 concrete industrial warehouse concrete tilt up building 42,594.27 sq. ft.

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

Roy Furuto
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): Muhamet Cilligu
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Phone No: 562-404-0565
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Signature: _____

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a 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. 915
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____

Development Plan Approval Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 3/29/2016 (Date) before me, ZI M. YU, notary public (Here Insert Name and Title of the Officer)

personally appeared Qunmei Chen (Name(s) of Signer(s))

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.

ZI M. YU
Commission # 1988438
Notary Public - California
Los Angeles County
My Comm. Expires Sep 15, 2016

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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Initial Study Application

City of Santa Fe Springs

PART 1

INITIAL STUDY

Date Filed: 03/01/16 Type of Project: Industrial
File No:

ENVIRONMENTAL INFORMATION FORM
(To be completed by applicant)

GENERAL INFORMATION

1. Name and address of developer or project sponsor: Matt Cifligu,
14704 S. Radburn Ave., Santa Fe Springs, Ca 90670

2. Address of project:
14114 Carmenita Road, Santa Fe Springs, California 90670

Assessor's Block and Lot Number: 8059-003-004 & 005 & 006 & 027

3. Name, address and telephone number of person to be contacted concerning this project:
Roy Furuto, 1220 Date St. Montebello, Ca. 90640 323-890-8770

4. Indicate number of the permit application for the project to which this form pertains:
One

5. List and describe any other related permits and other public approvals required for this project, including those required by the city, state, and federal agencies:
Building, electrical, mechanical, plumbing and fire permits
Modification

6. Existing zoning district: M-1

7. Proposed use of site (project for which this form is filed):
Warehousing

Initial Study Application (Cont.)

PROJECT DESCRIPTION

8. Site Size: 86,090sq. ft.
9. Square footage: 42,594 sq. ft.
10. Number of floors of construction: one w/ mezzanine
11. Amount of off-street parking provided: 70 stalls
12. Attach plans: See attachments
13. Proposed scheduling: Construction 6 months after D.P.A. approved
14. Associated project: None
15. Anticipated incremental development: None

16. If residential, include the number of unit, schedule of unit sizes, range of sale prices or rents, and type of household size expected.
Does not apply

17. If commercial, indicated number of unit, schedule of unit sizes, range of sale prices or rents, and type of tenants expected:
Does not apply

18. If industrial, indicated type, estimated employment per shift, and loading facilities:
Warehousing, 10 people and truck door for loading and unloading bolts & nuts

19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.
Does not apply

Initial Study Application (Cont.)

20. If the project involves a Variance, Conditional Use Permit, or Zone Change, state this and indicated clearly why the entitlement is required. None

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

	Yes	No
21. Change in existing features of any hills, or substantial alterations of underground contours	( )	☑
22. Change in scenic views or vistas from existing residential areas or public lands or roads	( )	☑
23. Change in pattern, scale, or character of general area of project	( )	☑
24. Significant amounts of solid waste or litter	( )	☑
25. Change in dust, ash, smoke, fumes, or odors in vicinity	( )	☑
26. Change in streams, or ground water quality or quantity, or alteration of existing drainage patterns	( )	☑
27. Substantial change in existing noise or vibration levels in the vicinity	( )	☑
28. Site on filled land or on a slope of 10 percent or more	( )	☑
29. Use or disposal of potentially hazardous materials such as toxic substances, flammable, or explosives	( )	☑
30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.)	( )	☑
31. Substantial increase fossil fuel consumption (electricity, oil, natural gas, etc.)	( )	☑
32. Relationship to a large project or series of projects	( )	☑

Initial Study Application (Cont.)

ENVIRONMENTAL SETTING

33. Describe the project sites as it exists before the project, including information on topography, soil, stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid will be accepted. Flat paved site w/ several abandoned metal structures

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.) Attach photographs of the vicinity. Snapshots or Polaroid will be accepted.

Industrial site w/ industrial projects to the north, south, east and west

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Date: 03/01/16 **Signature:** _____

Firm Name: Furuto Rubio & Associates Inc.

Address: 1220 Date Street

Montebello, California 90640

Phone Number: 323-890-8770

Modification Permit Application

RECEIVED
APR 01 2016
Planning Dept.

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): 14114 Carmenita Road, Santa Fe Springs, California 90670

Nearest street Rosecrans Avenue

Legal description of property:

See EXHIBIT "C"

Record Owner of Property:
Name: Matt Cifligu Phone No: 562-404-0565
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670

Fax No: 562-404-0656 E-mail: matt@metric-threaded.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.): Architect

Describe the modification requested: See EXHIBIT "A" pages 1, 2 & 3

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"

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

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.

   N.A.P.

2. Explain how the modification request, if granted, will not be detrimental to the property of others in the area.

   N.A.P.

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.

   See EXHIBIT "A" see pages 1,2 & 3 & EXHIBIT "B"

4. Explain the unusual or unique circumstances involved with the subject property which would cause hardship if compliance with the existing regulations is required.

   See EXHIBIT "A" see page 4

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.

   See EXHIBIT "A" see page 5

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.

   See EXHIBIT "A" see page 6

Modification Permit Application (Cont.)

EXHIBIT A (Warehouse)

3. Explain why the subject property cannot be used in a reasonable manner under the existing regulations.

Background and Discussion

The City's Zoning Ordinance in regards to the building setback distance from a Major and Secondary Highway was amended several times since the adoption of the Zoning Ordinance in 1964, which resulted larger building setbacks in the M-1 and M-2 zone districts in the City, in increments, from 10' to its present overall building setback standard of 30' from a Major or Secondary Highway as shown on the General Plan Map of the City.

The building setbacks standards were primarily designed not only to locate large and taller industrial warehouse buildings back from the public streets thereby creating visual relief from massive industrial buildings, but also to increase the landscaping areas along the major thoroughfares of the City that would improve the aesthetic visual appearance of the industrial areas in general with decorative landscaping. Therefore, this background discussion involves the building setback standard and landscaping requirements in the industrial zone as they both go hand-in-hand.

The larger building setbacks were required by the City in response to larger industrial buildings proposed by the development community during the last 40 years that contained up 500,000 sq ft in building area and were constructed up to 50 feet in overall height. Thus, a 30' building setbacks distance from the public street was imposed throughout the industrial areas of the City as *blanket requirement*, so to speak, and did not make exceptions or consideration for potential problem areas such as to permitted commercial and industrial service type uses on relatively smaller corner lots fronting on two major highways. These types of lots potentially could be negatively impacted by the lost of useable building area as a direct result of the general 30' building setback from a Major or Secondary Highway and landscaping requirements in general.

Specially, some of the problems that were created with the imposition of 30' building setback standards and related landscaping requirements effecting lots with two major highway frontages are as follows:

A. The property owner/developer of a lot fronting on two major highways would not enjoy the maximum building coverage equal to what you could obtain with an interior industrial lot located within a block area with a single street frontage. For example, in the case of a large industrial lot at the end of a cul-de-sac street, the property may only

Modification Permit Application (Cont.)
EXHIBIT A (Warehouse)

have a minimal street frontage of say 100'-150' that leads to the balance of the property that may contain 1-acre or more. Thus, a very small percentage of the lot would be devoted (required) for building setback area compared to a corner lot with two major highway frontages. In the final analysis, the property located at the end of a cul-de-sac street could built more buildable area than a corner property located fronting on two major highways. *(See EXHIBIT "B" approved DPA Case No. 892 of a new 63,500 sq. ft. concrete tilt up industrial building on a 2.92 acre site located at 12140 Altamar Place)*

B. A greater amount of landscape area would be required on-site to satisfy the landscaping requirements on a lot with two major highway frontages as opposed to the same requirement on an interior lot with a single street frontage. As a result, the potential building coverage will be smaller as compared to what you could obtain with an interior industrial lot with a single street frontage.

C. There is also another building setback provision that applies to buildings greater than 30' in overall height. Section 155.218 of the City Zoning Ordinance generally requires that proposed buildings greater than 30' shall provide a building setback distance from the front property line equal to the proposed overall height of the building. For example, if a proposed building had an overall height of 50', the building setback distance from the public street would be 50'. Moreover, taken to an extreme measure, if a proposed building had an overall height of say 100', the building setback distance would be 100' from a major of secondary highway. The result, as described in this example, it could potentially eliminate a proposed high-rise office building on the property. It is surmised that the Planning Department probably did not contemplate this potential problem while crafting the larger building setback distance from a public street for proposed building greater than 30' in height, because the City was known as an hub for industrial warehouse buildings and did not have a large market for high-rise office buildings in general.

As can be ascertain from the above discussion, the M-1 and M-2 Development Standards relative to required landscape areas and building setback distance from a Major or Secondary Highway can result in negative impacts effecting the potential building coverage on corner lots with two major highways frontages as compared to hundred of existing interior industrial lots in the City with a single street frontage.

Pursuant to California State Zoning Laws, a property owner may seek relief from strict interpretation of certain development standards by means of a Modification of Property Development Standards as provided in the SFS Zoning Ordinance. The concept is not that the basis zoning standard is being changed, but that the property owner is allowed to use its property in a manner basically consistent with the established regulations,

Modification Permit Application (Cont.)

EXHIBIT A (Warehouse)

with minor variations that will place the owner in parity with other property owners in the same zone. In effect, this is a constitutional safety valve to permit administrative adjustments when application of a general regulation could be confiscatory in nature or produce unique hardships.

As identified and discussed above, the applicant's proposed developments involves a Modification of Property Development Standards relative to required landscaping and feels that an unreasonable hardship will be created if all the required landscaping is required to be installed on the site for the proposed development. Further, that the applicant request involves parity with other property owners that are enjoying fewer constraints in regarded to require landscaping requirements of the zone. Accordingly, the applicant is requesting a reduction in required landscape area as described as follows:

1. Building designated as Unit "A"- A request to reduce the required landscape area on the lot from 6,000 sq ft to 5,320 sq ft.

2. Building designated as Unit "B" - A request to reduce the required landscape area on the lot from 10,565 sq ft to 5,577 sq ft.

Modification Permit Application (Cont.)

EXHIBIT A (Warehouse)

4. Explain the unusual or unique circumstances involved with the subject property which could cause hardship if compliance with the existing regulations is required.

Fast food restaurants and service station uses is a desirable use of corner lots fronting major highways in the City because they serve the industrial areas in the M-1 and M-2 Zones of the City. However, these types of uses on corner lots that front on major and secondary highways are subject to the mandated 30' building setback from those street and related landscaping requirements. Generally, the building setback does not appear to affect service station uses as much as the buildings of fast food uses because of the need to provide large areas for driveway access and circulation around the pump island for dispensing gasoline and diesel fuel. Because of the access and circulations needs of a service station, the retail store building is generally setback by design further from the public street.

However, it is the applicant's opinion that the landscape requirements appear to be excessive for these types of commercial uses in the industrial zones when compared to industrial buildings in the same zone. As stated above, the 30' building setback standards and related landscaping requirements were in response to larger and taller industrial buildings being built in the industrial areas of the City. In this case involving a proposed service station use, the building structures generally include an open roof canopy and a small retail store. The difference between the two types of land uses should be obvious....service stations have small structures when compared to industrial buildings which are generally massive in size and bulk. Therefore, the applicant feels that less landscaping is warranted for service stations uses on corner lots fronting on a major or secondary highways in the City.

Modification Permit Application (Cont.)

EXHIBIT A (Warehouse)

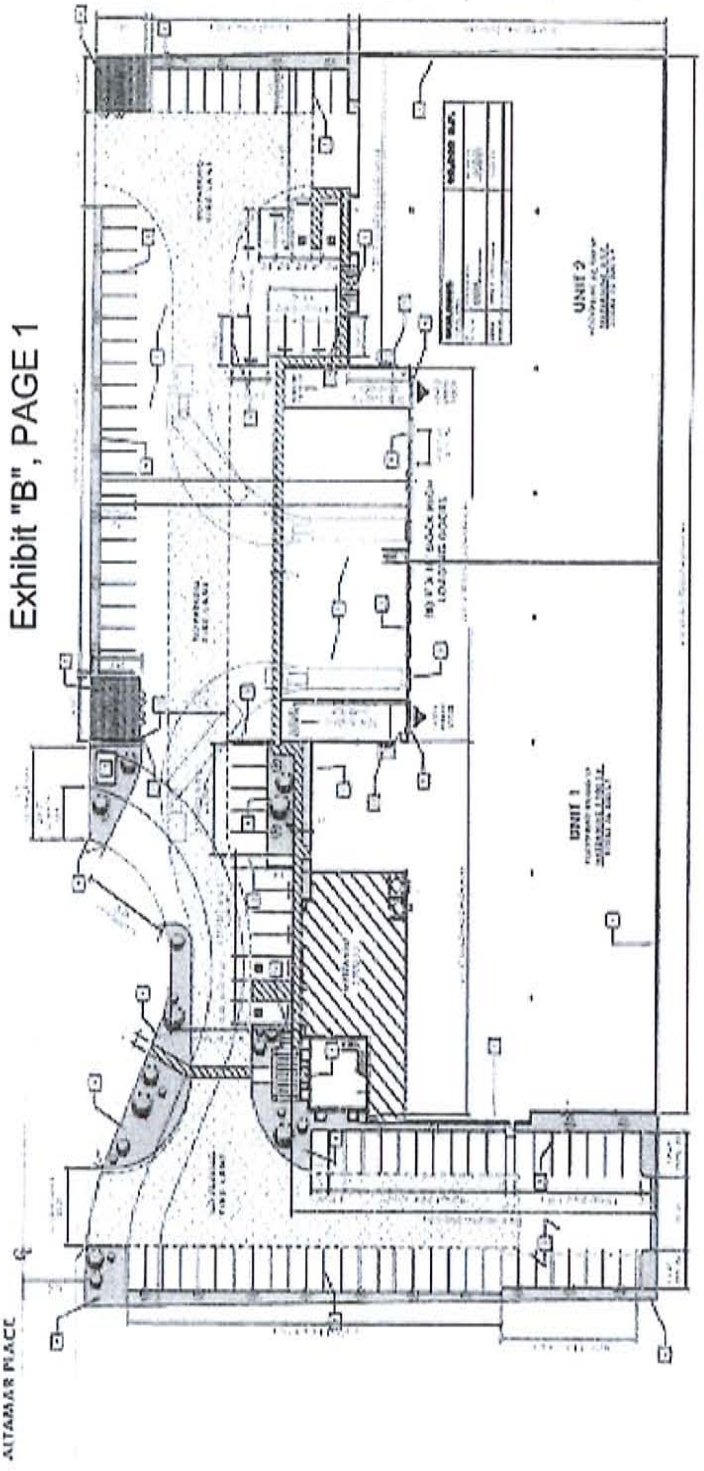
5. Explain how the approval of the requested modification would not grant special privileges are not enjoyed by other property owners in the area.

The site plan for Unit "B" and "C" involving the service station use illustrates on the proposed landscaping approximately of 5,577 sq ft of on-site landscaping. The landscaping is distributed around the parking area and 15' of front yard landscaping is proposed all along the street frontage, excepting for driveways. The landscaping provided is similar in scope and design to other retail uses established along Imperial Highway in recent years. Therefore, the applicant would not be granted an exception or special privileges that are not currently being enjoyed by other property owners in the area.

The site plan for Unit "A" involving a proposed warehouse building illustrates the proposed landscaping of 5,320 sq ft for the industrial warehouse building. The reduction of landscaping area involves a parking area for the project that is isolated and cannot be seen from any public streets in the area. In essence, landscaping in this area would serve no useful purpose to the public in general. Therefore, compliance with the landscaping requirements in the subject parking area, as described here, would cause an unreasonable hardship to the applicant.

Modification Permit Application (Cont.)

Exhibit "B", PAGE 1



Modification Permit Application (Cont.)
EXHIBIT "C" (WAREHOUSE)

Parcel 6

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 LOT COM S 89¢28'47"
W 415.42 FT AND S 0¢29'20" E 380.3 FT
... SEE MAPBOOK FOR MISSING PORTION ...
1/4 OF SW 1/4 OF SEC 16 T 3S R 11W

Parcel 5

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 LOT COM S 89¢28'47"
W 415.42 FT AND S 0¢29'20" E 300.3 FT
... SEE MAPBOOK FOR MISSING PORTION ...
1/4 OF SW 1/4 OF SEC 16 T 3S R 11W

Parcel 4

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 LOT COM S 89¢28'47"
W 415.42 FT AND S 0¢29'20" E 220.3 FT
... SEE MAPBOOK FOR MISSING PORTION ...
1/4 OF SW 1/4 OF SEC 16 T 3S R 11W

Parcel 27

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 THAT PART OUTSIDE
CONSOLIDATED SEWER MAINT DIST OF LOT COM
... SEE MAPBOOK FOR MISSING PORTION ...
SW 1/4 OF SEC 16 T 3S R 11W

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 (please print): Muhamet Cilligu
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Phone No: 562-404-0565
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Signature: [signature]

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.

I, _____, 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)

(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. 1268
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____

Modification Permit Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 3/28/2016 (Date) before me, ZI M. YU, Notary Public (Here Insert Name and Title of the Officer)

personally appeared Muhammet Cuhaci (Name(s) of Signer(s))

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.

ZI M. YU
Commission # 1988438
Notary Public - California
Los Angeles County
My Comm. Expires Sep 15, 2016

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

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Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

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☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other:	☐ Other:
Signer Is Representing:	Signer Is Representing:

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Public Notice

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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TENTATIVE PARCEL MAP CASE NO. 74163
DEVELOPMENT PLAN APPROVAL CASE NO. 915 & 916
CONDITIONAL USE PERMIT CASE NO. 777
MODIFICATION PERMIT CASE NO. 1268 & 1269
& ENVIRONMENTAL DOCUMENTS

NOTICE IS HEREBY GIVEN: that a Public Hearing will be held before the City of Santa Fe Springs Planning Commission for the following:

TENTATIVE PARCEL MAP CASE NO. 74163: A request for approval to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN # 8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres)

DEVELOPMENT PLAN APPROVAL CASE NO. 915: A request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

DEVELOPMENT PLAN APPROVAL CASE NO. 916: A request for approval to allow for the construction of a new 2,998 square feet convenience store, 2,638 square feet car wash, and service station at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

CONDITIONAL USE PERMIT CASE NO. 777: A request for approval to allow for the establishment, operation, and maintenance of a convenience store at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone

MODIFICATION PERMIT CASE NO. 1268: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within required landscape strip on property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

MODIFICATION PERMIT CASE NO. 1269: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) reduction to the width of the required landscaping

Richard J. Moore, Mayor • William K. Rounds, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Thaddeus McCormack

Public Notice

strip along Carmenita Road and Rosecrans Avenue at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-1, Light Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: Muhamet Cifligu / 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027) & 13417 Rosecrans Avenue (APN: 8059-003-025, 023, 026)

CEQA STATUS: Upon review of the proposed project, staff has determined that additional environmental analysis is required to meet the requirements of the California Environmental Quality Act (CEQA). The applicant has since retained Marc Blodgett of Blodgett and Associates, and Crown City Engineers to prepare the necessary CEQA documents and associated Traffic Study. Staff is currently working with the applicant's CEQA consultant on finalizing the Initial Study, subsequent Mitigated Negative Declaration (MND), and Traffic Study. Once the draft CEQA documents are finalized, an NOI (Notice of Intent) to adopt the Mitigated Negative Declaration will be prepared and thereafter posted in the LA County Recorder's Office to initiate the mandatory 20-day public review period.

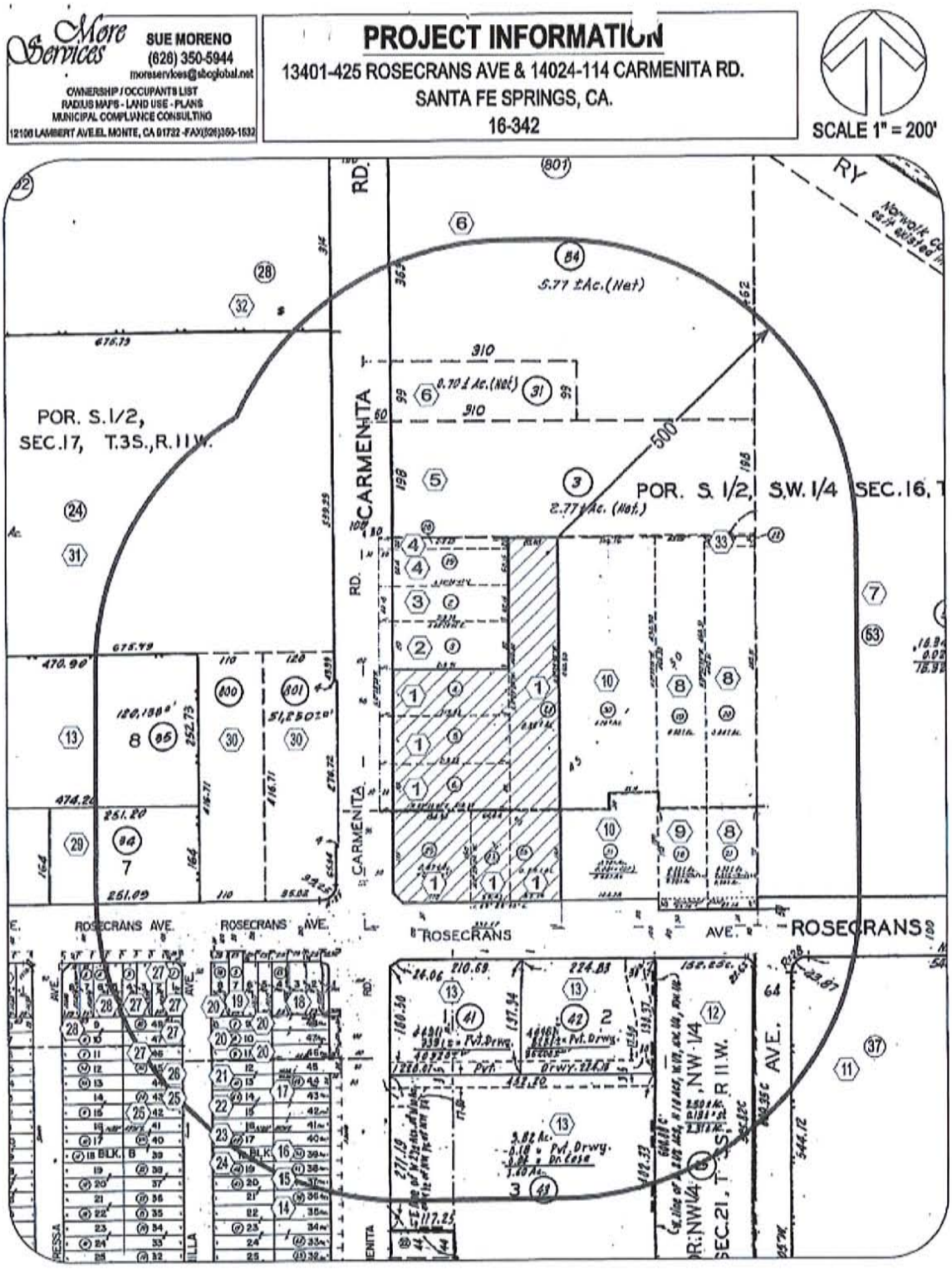
THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on Monday, January 9, 2017 at 6:00 p.m.

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items 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 7451, Jimmywong@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

500' Radius Map



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

MITIGATION MONITORING AND REPORTING PROGRAM

INDUSTRIAL & COMMERCIAL DEVELOPMENT
14114 CARMENITA ROAD AND
13417 ROSECRANS 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

OCTOBER 21, 2016
SFSP 034

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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1. OVERVIEW OF THE PROJECT

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate various uses within two parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-foot) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-foot) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively.

The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions.

Four truck doors will be located on the north-facing elevation of the warehouse building. Parking for the proposed warehouse building will be provided on surface parking areas and will include 73 parking stalls for Parcel 1 and 21 parking stalls for Parcel 2. Access to Parcel 1 will be provided by a single two-way driveway on the east side of Carmenita Road. Access to Parcel 2 will be provided by a driveway connection with the east side of Carmenita Road and two driveway connections located on the south side of Rosecrans Avenue. Lastly, 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.

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

Mitigation Monitoring and Reporting Program (Cont.)

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). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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. 2 (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. 3 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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.

Mitigation Measure No. 4 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

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

Mitigation Measure No. 5 (Hazards & Hazardous Materials). An 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).

Mitigation Monitoring and Reporting Program (Cont.)

Mitigation Measure No. 6 (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. 7 (Hydrology & 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. 8 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

The analysis of public service impacts indicated that no significant 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. 10 (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. 11 (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

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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 below.

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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:
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 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 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. 6 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.	City of Santa Fe Springs Planning and Development Department and the Los Angeles County Natural History Museum (LACNHM) • *(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 appointed paleontologist.	Date: Name & Title:

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 8 (Hazards and Hazardous Materials). An 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).	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. 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:
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:

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.	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. 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:

PUBLIC HEARING

Development Plan Approval Case No. 916, Conditional Use Permit Case No. 777, Modification Permit Case No. 1269, and related Environmental Documents

DPA Case No. 916: A request for approval to allow for the construction of a new 2,998 square feet convenience store, a 2,638 square feet car wash, and service station; *CUP Case No. 777:* A request for approval to allow for the establishment, operation, and maintenance of a convenience store within the M-1, Light Manufacturing, Zone; *MOD Case No. 1269:* A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue; *Environmental Documents*: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project on property located at 13417 Rosecrans Avenue (APN: 8059-003-025, 023, 026), within the M-1, Light Manufacturing, Zone. (Muhamet Cifligu)

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. 916, Conditional Use Permit Case No. 777, Modification Permit Case No. 1269, 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 155.716 of the Zoning Regulations, for the granting of Conditional Use Permit; and

5. Find that the applicant's request meets the criteria set forth in Sections 155.695 and 155.696 of the City Zoning Regulations for the granting of a Modification Permit; and

RECOMMENDATIONS (Cont.)

6. Approve and adopt the proposed Mitigated Negative Declaration with Traffic Study 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

7. Approve the proposed Mitigation Monitoring and Reporting Program (MMRP) for the proposed project (DPA 916, CUP 777 & MOD 1269); and

8. Approve Development Plan Approval Case No. 916, Conditional Use Permit Case No. 777, and Modification Permit Case No. 1269 subject to the conditions of approval as contained within the Staff Report.

LOCATION / BACKGROUND

The subject property, located at 13417 Rosecrans Avenue, comprised of three (3) parcels (APN: 8059-003-025, 023, and 026) measuring 42,234 square feet (1.98 acres), is located at northeast corner of Carmenita Road and Rosecrans Avenue. The property is zoned M-1 (Light Manufacturing) and is currently developed with an abandon structure that was occupied as an equipment rental company. Industrial uses are located to the north, east, and west of the property. The property to the south is within the City of Norwalk's boundary and currently occupied by a restaurant use.

The applicant, Muhamet Cifligu, is proposing to construct a new 2,998 square feet convenience store along with a 2,638 square feet carwash and a service station on the subject property. In accordance with the City's Zoning Regulations, a Development Plan Approval is required for the construction of a new structure within the redevelopment project area. Additionally, since the applicant is proposing to construct a convenience store within the M-1 Zone, a Conditional Use Permit is required because a convenience grocery market is considered a conditional use activity within the M-1 Zone. It should be noted that the applicant is concurrently requesting consideration and approval of a Tentative Parcel Map to allow for the consolidation of three (3) parcels (APN: 8059-003-025, 023, and 026) that comprise the subject property into one parcel.

PROJECT DESCRIPTION

The proposed project requires approval of the following entitlements:

Development Plan Approval (DPA 916) – Request for approval to allow for the construction of a new 2,998 square feet convenience store, 2,638 square feet carwash, and service station at 13417 Rosecrans Avenue.

Conditional use Permit (CUP 777) – Request for approval to allow for the establishment, operation, and maintenance of a convenience store within the M-1, Light Manufacturing, Zone.

Modification Permit (MOD 1269) – Request for approval to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue.

DEVELOPMENT PLAN APPROVAL (DPA 916)

As stated previously, the applicant is requesting for approval to allow for the construction of a new 2,998 square feet convenience store, a 2,638 square feet carwash, and service station at 13417 Rosecrans Avenue.

Site Plan

The applicant is proposing to construct a new 2,998 square feet convenience store along with a 2,638 square feet carwash and a service station at 13417 Rosecrans Avenue (APN 8059-003-026, 023 & 025). The proposed service station will have a 24'-6" by 78' canopy with a total of six (6) gas pumps and one (1) diesel fuel pump. The proposed convenience store, carwash, and service station will be setback a minimum of 40' from both street facing property line along Carmenita Road and Rosecrans Avenue. As proposed, the site plan exceeds the minimum setback requirements for properties within the M-1 Zone.

The proposed development will provide a 32'-wide driveway apron along the westerly property line on Carmenita Road for ingress and egress; a 42'-3" wide driveway apron along the south property line on Rosecrans Avenue for ingress and egress; and a 15' wide driveway apron along the east portion of the south property line on Rosecrans Avenue for egress only.

Floor Plan

The floor plan indicates that the proposed convenient store (Unit C) will consist of 2,998 square feet with 2,023 square feet designated as retail area and 875 square feet designated as storage & restrooms area. The proposed carwash (Unit B) will consist of 2,638 square feet with 1,801 square feet designated as carwash tunnel area and 837 square feet designated as equipment & office area. It should be noted that Unit A, the proposed industrial building, is part of the overall development but not subject to the corner property.

Elevations

The elevations indicate that the proposed structures will have a contemporary design. The entry to the convenience store (west elevation) is provided with extensive glazing, height variations, pop-out, and stucco finishes. In addition, the south elevation (which is directly facing Rosecrans Avenue) have been provided with the same height variations and materials used as the west elevation. The entrance (west elevation) and

the exit (east elevation) to the car wash tunnel are installed with roll up grille door, stucco finishes, and decorative clearstory window. Overall, the elevations of the proposed buildings have been provided with a combination of aforementioned architectural treatments, staff finds the proposed design to be appropriate for the subject development.

Lastly, the elevations indicate that the proposed service station will contain six (6) fuel pumps, one (1) diesel fuel pump and a 19' high canopy to provide shading for the patrons and their vehicle.

Landscaping Requirements

For maximum value, the majority of the landscaping will be provided along the setback areas that are adjoining a street (Carmenita Road). Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. The minimum landscape requirement for the project, based on the overall street frontage of 240 lineal feet is 7,511.79 square feet. According to the plan, the applicant will be providing an overall total of 5,265 square feet of landscaping throughout the site. The project therefore does not meet the minimum requirement set forth in the City's Zoning Regulation. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 2,246.79 square feet of landscaping from the overall landscaping requirement of 7,511.79 square feet, based on the property's street frontage.

In addition, as required by the Code, on lots fronting a primary or secondary highway, a minimum 20 feet wide landscaping strip shall be installed between the on-site parking area and the property line adjoining a public street. According to the site plan, the applicant is proposing to provide a 15' wide landscaping strip along Carmenita Road and Rosecrans Avenue. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 5' from the standard 20' wide landscaping strip requirement.

Parking Requirements

A total of 21 parking stalls will be provided for the new building: 7 standard stalls, 1 compact stall, 11 vacuum stall (car wash use only), and 2 handicap accessible stalls. As proposed, the project is required to provide a total 13 parking stalls.

- 2,023 square feet of retail area for the convenience store: 1 stall per 250 square feet = 8 stalls, 2,638 square feet of car wash tunnel and related office and equipment area: 1 stall per 500 square feet = 5 stalls

The proposed project, therefore, meets the minimum parking requirements set forth by the City's Zoning Regulations.

Trash Enclosures
According to the site plan, one 10'-8" x 10'-8" (113 square feet) trash enclosure will be constructed adjacent to the convenience store. As proposed, the design of the trash enclosure will adopt the same architectural style as the proposed convenience store to better incorporate with the main structure.

CONDITIONAL USE PERMIT (CUP 777)
As part of their request, the applicant, is requesting approval of a Conditional Use Permit (CUP) to allow for the establishment, operation, and maintenance of a convenience store use within the M-1, Light Manufacturing, Zone.

As stated previously, the applicant, is requesting approval to allow for the construction of a new 2,998 square feet convenience store, a 2,638 square feet car wash, and service station at 13417 Rosecrans Avenue. In accordance with Section 155.213 (H) of the City's Zoning Regulation, a convenience grocery market, when located within M-1 Zone, requires a Conditional Use Permit approval. Presently, there is no indication of whom will operate the proposed convenience store; however, the future operator of the convenience store will be required to submit a detail business description and operation detail to the City's Planning Department when they submit their application for a business tax certificate.

MODIFICATION PERMIT (MOD 1269)
As part of their request, the applicant is requesting approval of a Modification Permit (MOD) to allow a reduction in overall required landscape area, and allow a 5' reduction of the required 20' wide landscaping strip along Carmenita Road and Rosecrans Avenue.

Per the City's Zoning Regulation, when a development adjoins a dedicated street, a minimum area equivalent to 25 square feet for each lineal foot of frontage shall be suitably landscaped and maintained. In addition, all parking areas shall have landscaping installed equivalent to 6% of the total parking area. The minimum landscape requirement for the project, based on the overall street frontage of 422.6 lineal feet is 11,295.05 square feet. According to the plan, the applicant will be providing an overall total of 6,079 square feet of landscaping. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a reduction of 5,216.05 square feet to the overall required landscaping area.

As mentioned previously, per City Zoning Regulation, on lots fronting a primary or secondary highway, a minimum 20 feet wide landscaping strip shall be installed between the on-site parking area and the property line adjoining a public street. According to the plan, the applicant is proposing to provide a 15' wide landscaping strip between the on-site parking area and the property line along Carmenita Road and Rosecrans Avenue. The applicant is, therefore, concurrently requesting consideration and approval of a Modification Permit to allow a 5' reduction of the required 20' wide

landscaping strip along Carmenita Road and Rosecrans Avenue.

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

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

1. The land is appropriate to support the proposed convenience store, car wash, and service station uses based on its zoning, M-1, Light Manufacturing, zone and its General Plan Land Use designation of industrial.
2. Because the project involves the construction of a new and attractive building on a site that contain abandoned structures, 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.
3. The proposed project will provide a positive contribution to the local job market as the development should bring in several new job opportunities for nearby residents.
4. The construction of a new convenience store with service station and car wash provides an opportunity to attract and encourage potential new business to the City.

(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 has been abandoned for years. The proposed project/building will be a significant improvement to the subject site. 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 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 subject property will be properly situated with landscaping along Carmenita Road and Rosecrans Avenue frontage. The proposed building will contain a new convenience store with a car wash and service station. Additionally, the design of the new building provide quality architectural design (demonstrated by glazing, pop-outs, and variations in height, 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 buildings are suitable for all of its intended users, and the distinctive design of the building represents the architectural principles of proportion and harmony.

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

Findings:
Extensive consideration has been given to numerous elements of the proposed project to achieve harmony with the City's Zoning Regulations. Although a majority of the landscaping has been provide along the street-facing setback area for maximum value, the proposed landscape area does not meet the minimum requirements set forth by the City's Zoning Regulations. Therefore, MOD Case No. 1269 has been submitted and analyzed to ensure that the proposed project meets the objectives of this chapter. In addition the proposed trash enclosure has been strategically design to match the architectural style of the proposed convenience store to create harmony with the entire project.

(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 buildings are contemporary and attractive. The

architect used multiple variations in height, setback, materials and color. The style and architecture of the proposed building is 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 sitting of new structures or additions or alterations to existing structures, particularly in regard to unsightly and undesirable appearance, which would have an adverse effect on surrounding properties and the community in general."

The proposed development will be constructed on a site that is currently under-utilized. Staff finds that the new contemporary building is attractive and thus will be an enhancement to the overall area. Staff believes that proper attention has been given to the location, size, and design of the proposed building.

CONDITIONAL USE PERMIT
As mentioned previously, in accordance with Section 155.213 (H) of the zoning Regulations, a Conditional Use Permit (CUP) is required for the establishment, operation; and maintenance of a convenience grocery markets when property is located within the M-1 (Light Manufacturing) Zone.

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

1) *Satisfy itself that the proposed use will not detrimental to persons or property in the immediate vicinity and will not adversely affect the city in general; and*

2) *Give due consideration to the appearance of any proposed structure and may require revised architectural treatment if deemed necessary to preserve the general appearance and welfare of the community.*

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

The reasons for the findings are as follows:

1. *That the proposed convenience grocery market use will not be detrimental to persons or property in the immediate vicinity for the following reasons:*

Findings:
The subject site is located within the M-1 (Light Manufacturing) Zone and also has a General Plan land use designation of Industrial. The proposed used are consistent with the current zoning and land use designation.

Therefore, if conducted in strict compliance with the conditions of approval and the City's municipal code, Staff finds that the proposed convenience store use 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.

2. *That the proposed convenience grocery market use has been designed to preserve the general appearance and welfare of the community for the following reasons:*

Findings:
The proposed development will be constructed on a site that is currently under-utilized. The proposed convenience store will be a significant improvement to the subject site. 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 projects in Santa Fe Springs. Staff finds that the new contemporary building is attractive and thus will be an enhancement to the overall area, therefore staff believes that the proposed development will preserve the general appearance and welfare of the community.

MODIFICATION PERMIT – REQUIRED SHOWING BY APPLICANT.
Pursuant to Section 155.695 of the City's Zoning Regulations, before any modification shall be grant, the Planning Commission shall satisfy itself that the applicant has shown the 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:
Landscape Area:
The following table shows that the Planning Commission has granted similar requests for reductions in landscaping requests in the past. Granting of the modification would thus not grant special privileges to the applicant not enjoyed by other property owners in the area.

Table – Recent Landscape Reduction Approval

Case	Location	Approval Date
MOD 1270	12636 Los Nietos Road	July 2016
MOD 1242	10240 Geary Avenue	August 2014
MOD 1243	10200 Matern Place	June 2014

Landscaping Strip:
The following table shows that the Planning Commission has granted similar requests for reductions of the require landscaping strip requests in the past. Granting of the modification would thus not grant special privileges to the applicant not enjoyed by other property owners in the area.

Table – Recent Landscaping Strip Reduction Approval

Case	Location	Approval Date
MOD 1258	13473 Carmenita	November 2015
MOD 1193	12940 Imperial Hwy	March 2007
MOD 1158	15905 Valley View	June 2004

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

Findings:
Landscape Area:
According to the proposed site plan, landscaping is provided within the setback area along Carmenita Road and Rosecrans Avenue, and more than 6% of the parking area is provided with landscaping. The subject property contains two (2) street frontages, therefore, to meet the City's Zoning Regulation the proposed development is required to provide a significant amount of landscaping. Although the landscaping area for the proposed development could technically be increased to meet the required landscape area set forth in the City's Zoning Regulation, doing so would make the site less developable.

Landscaping Strip:
Although the width of the landscaping strip could technically be increased to meet the required width set forth in the City's Zoning Regulation, doing so would decrease the driveway area. The proposed project contains a convenience store, car wash, and service station that could generate a large amount of on-site traffic, a decrease of driveway area will interfere with on-site circulation.

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

Findings:
Landscape Area:
As mentioned previously, the subject property contains two street frontage which required a substantial more landscaping area compared to typical interior lots in which the landscape requirements are based on the one frontages, respectively.

Landscaping Strip:
The subject property has two challenges and/or unique circumstances: The subject

property contains two street frontages, and the subject property is relatively small compare to typical lots within the City. As a result, the site is less developable, if required to meet all of the City's landscaping strip requirement

(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:

Landscape Area:

The Modification Permit, if granted would not be detrimental to other persons or properties in the area. As mentioned previously, although the proposed landscape areas do not meet the minimum requirements set forth by the City's Zoning Regulations, the majority of the landscape areas are located along the frontage of the subject property for maximum value.

Landscaping Strip:

The Modification Permit, if granted would not be detrimental to other persons or properties in the area. The purpose in reducing the width of the required landscaping strip is to provide additional driveway area for better on-site circulation. As mentioned previously, the proposed development contains a convenience store, service station, and car wash which can generate large amount of on-site traffic. The Modification Permit, if granted would allow for vehicle to better circulate within the subject project.

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 subject property has one challenge and/or unique physical circumstance. The subject property is located on a corner lot, which means that the subject property contains two street frontages which require substantial setback and landscaping. With two street frontages, it is difficult for the applicant to effectively develop the property if required to adhere to all of the City's Zoning Regulations. The hardship mentioned is 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:
Landscape Area:
For maximum value, the majority of the landscaping will be provided along the front setback area that adjoins two street (Carmenita Road and Rosecrans Avenue). Additionally, as required by the Code, the applicant will landscape at least 6% of the parking area. As previously mentioned, the subject property contains two (2) street frontages; therefore, to meet the City Zoning Regulation the proposed development is required to provide a significant amount of landscaping. To meet the City's landscape requirement, substantial building area or driveway area would be converted to landscaping, which in term decrease the total building area or queuing area for the service station and carwash.

Landscaping Strip:
According to the proposed site plan, the applicant is providing a 15' landscaping strip. As previously mentioned, the subject property contain two (2) street frontages; therefore, to meet the City Zoning Regulation the proposed development is required to provide a significant amount of landscaping strip. Although the width of the landscaping strip could technically be increase to meet City Zoning Regulation, doing so would decrease the driveway area which in term decrease the queuing area for the proposed carwash and service station.

(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 parcel that contains two (2) street frontages, it is more difficult to develop a project that meets all required development standards compared to a standard interior lot. The aforementioned circumstance 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, because the subject property is located on a parcel that contains two (2) street frontages, it is not common to find a corner lot. This unique condition is not generally applicable to most properties in the City or the surrounding properties.

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

Findings:

Landscape Area:

The proposed development will provide landscaping along the entire street-facing setback areas. Said landscape areas are located where they are most visible from the public for maximum aesthetic value. It is staff's opinion that the requested modification will not diminish property values in the neighborhood.

Landscaping Strip:

The requested modification, if approved, will allow for a wider driveway areas throughout the project. It is staff's opinion that these added driveway areas will result in a development with a better circulation and queuing, and will not diminish property value in the neighborhood.

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

Findings:

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, § 155.716, § 155.695 and § 155.696 of the City's Zoning Regulations, for the granting of a Development Plan Approval, Conditional Use Permit, and Modification Permit, respectively.

STREETS AND HIGHWAYS

The subject site has frontage on Carmenita Road and Rosecrans Avenue. Carmenita Road and Rosecrans Avenue are designated as a "Major Highway" within the Circulation Element of the City's General Plan.

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-1, Light Manufacturing, Zone	Industrial	Liquid Disposal (14108 Carmenita Road/Robert's Liquid Disposal)
South	M-1, Light Manufacturing, Zone	Industrial	Industrial Use (13417 Rosecrans Ave/DPA 916)
East	M-1, Light Manufacturing, Zone	Industrial	Self-Storage (13443 Rosecrans/ A-American Self Storage)

West	M-2, Heavy Manufacturing, Zone	Industrial	Edison (Edison Facility)

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 December 28, 2016. The legal notice was also posted in Santa Fe Springs City Hall, the City Library and the City's Town Center on December 28, 2016, and published in a newspaper of general circulation (Whittier Daily News) on December 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 proposal.

ENVIRONMENTAL DOCUMENTS

The environmental analysis provided in the Initial Study indicates that the proposed project will not result in any significant adverse immitigable impacts on the environment therefore, the City caused to be prepared and proposed 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 of a Negative Declaration or Mitigated 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 mitigated 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" 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 effect 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 area 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 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 October 26, 2016 to November 15, 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 reference 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 Mitigated Monitoring and Reporting Program.

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

AUTHORITY OF PLANNING COMMISSION:
The Planning Commission may grant, conditionally grant or deny approval of a proposed development plan and/or modification 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 $ 24,504.30 to reconstruct/resurface the existing street frontage to centerline for Carmenita Road and City Boundary on Rosecrans Avenue.

2. The applicant shall pay the costs or a portion of the costs associated with the installation of an Emergency Vehicle Preemption System (OPTICOM) at the intersection of Carmenita Road and Rosecrans Avenue as determined by the City Engineer and Fire Chief.

3. That the applicant shall design and construct a 5-foot wide meandering sidewalk and dedicate an easement along the Carmenita Road and Rosecrans Avenue street frontage. If applicable, the dedicated easement shall be shown on the Parcel/Tract Map. Furthermore, said meandering sidewalk shall be shown on both the civil and landscape plans.

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. That the applicant shall pay to the City the entire cost of $15,000 for design, engineering, installation and inspection of one (1) street light on Carmenita Road. The City will design and cause construction of said street light(s).

8. Storm drains, catch basins, connector pipes, retention basin and appurtenances built for this project shall be constructed in accordance with City specifications

in Carmenita Road and Rosecrans Avenue. Storm drain plans shall be approved by the City Engineer.

9. Fire hydrants shall be installed as required by the Fire Department. Existing public fire hydrants adjacent to the site, if any, shall be upgraded if required by the City Engineer. That the applicant shall pay to the City the entire cost of design, engineering, installation and inspection of Fire hydrants.

10. That sanitary sewers shall be constructed in accordance with City specifications to serve the subject development. The plans for the sanitary sewers shall be approved by the City Engineer. A sewer study shall be submitted along with the sanitary sewer plans.

11. All buildings shall be connected to the sanitary sewers.

12. That the fire sprinkler plans, which show the proposed double-check valve detector assembly location, shall have a stamp approval from the Planning Department and Public Works Department prior to the Fire Department's review for approval. Disinfection, pressure and bacteriological testing on the line between the street and detector assembly shall be performed in the presence of personnel from the City Water Department. The valve on the water main line shall be operated only by the City and only upon the City's approval of the test results.

13. That the applicant shall obtain a Storm Drain Connection Permit for any connection to the storm drain system.

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, 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. Final parcel map checking of $4,824 plus $285 per parcel shall be paid to the City. Developer shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

18. The applicant shall provide at no cost to the City, one mylar print of the recorded parcel map from the County of Los Angeles Department of Public Works, P.O. Box 1460, Alhambra, CA 91802-1460, Attention: Bill Slenniken (626) 458-5131.

19. 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.

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

21. 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.

22. 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.

23. 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.

24. 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.

25. 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).

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

26. That the convenience store shall be prohibited from selling or storing alcoholic beverages at all times.

27. That the convenience store shall comply with the State laws regarding the sale of cigarettes or other tobacco products.

28. That the convenience store management shall comply with the City's Sign Guidelines and the City's Sign regulations at all times.

29. That pursuant to Section 95.03(A-37) of the City's Property Maintenance Ordinance, canopies or membrane structures shall prohibited for outdoor use at all times.

30. That the car wash and convenience store activity, if operated by different management companies, shall each obtain a separate business license as required by Section 35.073 of the Municipal Code.

31. That the Applicant shall not allow the outdoor placement of items such as, but not limited to, newspaper racks, water machines, propane dispensaries, internet exchange lockers, pay telephones, recycling boxes, portable signs or advertisements; signs showing the current gasoline prices are exempt.

32. That the Applicant shall comply with AB 531 which requires service stations to provide air and water for paying customers. A site plan shall be submitted to the Department of Police Services showing the location of the air/water machine within 30 days after the approval of this permit. The air/water machine shall be maintained in working order at all times.

33. That the Applicant shall comply with the Americans with Disabilities Act as it applies to the assistance to people with disabilities and shall provide signs notifying customers as to how to obtain the said assistance.

34. That the Applicant and/or his tenants shall not allow loitering on the subject site and shall post signs prohibiting loitering.

35. That the applicant shall install a video recording surveillance system with the following minimum configuration: Cameras capable of recording in HD at 5Mbs to capture 1080P video at 30 FPS, and a Network Video Recorder (NVR) which can record at 1080P video per channel.

36. That the applicant shall submit and obtain approval of a proposed lighting (photometric) plan for the property from the City's Department of Police Services. The photometric plan shall be designed to provide adequate lighting (minimum of 1 foot candle power) throughout the 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 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.

37. 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.

38. 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.

39. 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.

40. 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.

DEPARTMENT OF FIRE - RESCUE (FIRE PREVENTION DIVISION)
(Contact: Richard Kallman 562.868-0511 x3710)

41. 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.

42. 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.

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

44. 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.

45. 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.

46. 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.

47. 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.

48. 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)

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

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

WASTE MANAGEMENT :
(Contact: Teresa Cavallo 562.868.0511 x7309)

51. 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.

52. 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.

53. 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: Jimmy Wong 562.868-0511 x7451)

Conditions for the Development Plan Approval:

54. That the delivery truck used for convenience store product and/or fuel shall be limited to the hours that least impact visitors on-site. Prior to operation, the owner/applicant shall submit to the Planning Department a tentative delivery schedule for approval.

55. That only one diesel fuel pump shall be permitted. Location of said diesel fuel pump must be reviewed and approved by the Planning Department prior to issuance of building permits.

56. That no on-site idling shall be permitted for vehicles queuing for pumps dispensing diesel fuel.

57. That the applicant shall ensure no on-site drive aisles area blocked/obstructed at anytime to prevent the free flow of on-site traffic.

58. That the proposed propane tank shall not extend beyond the height and length of the proposed enclosure.

59. That all vacuuming & drying of vehicle must be conducted within the designated parking area. No portion of the non-designated parking area or driveway areas shall be used for vacuuming & drying activities, unless prior approval is obtained from the Director of Planning.

60. That approval of the subject Development Plan Approval (DPA) Case No. 916 is still contingent upon approval of Modification Permit (MOD) Case No. 1269 to allow a reduction of overall required landscape area, and reduction to the width of the required 20' wide landscape strip along Carmenita Road and Rosecrans Avenue; Conditional Use Permit (CUP) Case No. 777 to allow for the establishment, operation, and maintenance of a convenience store within the M-1, Light Manufacturing, Zone; and related Environmental Documents with traffic study.

61. That the Mitigation Monitoring 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. 916 and Modification Permit Case No. 1269. The Mitigation Monitoring Program is listed as an attachment to this staff report.

62. 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.

63. 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.)

64. That the applicant agrees and understands that all utilities within the development shall be placed underground.

65. 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.

66. 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.

67. That *prior* to submitting building 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.

68. That prior to submitting building plan to the Building Division for plan check, the applicant, owner, or developer must coordinate with City's Public Work Department for final parcel map checking. The applicant shall comply with Los Angeles County's Digital Subdivision Ordinance (DSO) and submit final maps to the City and County in digital format.

69. 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.)

70. 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).*

71. 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.

72. 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.

73. 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.

74. 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.

75. 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.

76. 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. No temporary or portable signs such as sandwich boards, poster boards, trailer sign, etc., shall be allowed.

77. 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)*.

78. 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.

79. 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.

80. 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.

81. 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.

82. That a minimum of 21 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.

83. That the applicant shall design and construct meandering sidewalks along Carmenita Road and Rosecrans Avenue. Said meandering sidewalks must be reviewed and approved by the Planning Department and Public Works Department prior to construction.

84. 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.

85. That the applicant shall not allow commercial vehicles, trucks and/or truck tractors to queue on Carmenita Road and Rosecrans Avenue, use said streets as a staging area, or to back up onto the street from the subject property.

86. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054.

87. That prior to issuance of building permits, the applicant or owner/developer 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 their 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 understand 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.

88. 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).

89. That the applicant or the owner/developer shall be responsible for reviewing and/or providing copies of the required conditions of approval to his/her

architect, engineer, contractor, tenants, etc. Additionally, the conditions of approval contained herein, shall be made part of the construction drawings for the proposed development. *Construction drawings shall not be accepted for Plan Check without the conditions of approval incorporated into the construction drawings.*

90. 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.

91. That the applicant and owner/developer agree to defend, indemnify and hold harmless the City of Santa Fe Springs, its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul an approval of the City or any of its councils, commissions, committees or boards 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.

92. That all 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.

93. That the applicant shall be strictly liable for any and all sudden and accidental pollution and gradual pollution resulting from their use within the City, including cleanup, and injury or damage to persons or property. Additionally, applicant shall be responsible for any sanctions, fines, or other monetary costs imposed as a result of the release of pollutants from their operations. "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke,

vapor, soot, fumes, acids, alkalis, chemicals, electromagnetic waves and waste. "Waste" includes materials to be recycled, reconditioned or reclaimed.

94. 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.

95. 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.

Conditions for the Conditional Use Permit:

96. That the approval of Conditional Use Permit No. 777 shall allow for the establishment, operation, and maintenance of a convenience store within a 2,999 square feet unit located at 13417 Rosecrans Avenue.

97. That there shall be no on-site kitchen facilities or preparation of food or drinks without prior approval from the Director of Planning or his/her designee.

98. That all vehicles associated with the subject convenience store 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 vehicle associated with the subject convenience store shall not obstruct or impede any on-site or off-site traffic.

99. That the proposed convenience store, including any lighting, fences, walls, cabinets, and poles shall be maintain in good repair, free from trash, debris, litter, graffiti and other forms of vandalism. Any litter, graffiti, and/or damage caused from other forms of vandalism 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 adjacent surfaces.

100. That the applicant shall comply with the City's "Heritage Artwork in Public Places Program" in conformance with City Ordinance No. 1054

101. That the applicant shall not allow commercial vehicles, trucks and/or truck tractor to queue on Carmenita Road or Rosecrans Avenue, use streets as a staging, or to back up onto the street from subject property.

102. 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.

103. 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 Certification), and submit a Statement of Intended Use. Both forms, and other required accompanying forms, may be obtained at City Hall by contacting Cecillia Martinez at (562) 868-0511, extension 7527, or through the City's web site (www.santafesprings.org).

104. That the applicant shall not sublet, lease, or rent the proposed convenience store without prior approval from the Director of Planning.

105. 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.

106. That Conditional Use Permit Case No. 777 shall be subject to a compliance review in one (1) year, no later than January 9, 2018, to ensure the subject convenience store is still operating in strict compliance with the conditions of approval as stated in this staff report.

107. That if there is evidence that conditions of approval have not been fulfilled or the use has or have resulted in a substantial adverse effect on the health, and/or general welfare of users of adjacent or proximate property, or have a substantial adverse impact on public facilities or services, the Director of Planning may refer the use 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 use permit.

Wayne M. Morrell
Director of Planning

Attachments:
1. Aerial Photograph
2. Site Plan
3. Floor Plans
4. Elevations
5. Colored Rendering (Site Plan)
6. Colored Rendering (Elevations)
7. Development Plan Application
8. Conditional Use Permit Application
9. Modification Permit Application
10. Public Hearing Notice/Postcard
11. Radius Map for Public Hearing Notice
12. Mitigation Monitoring and Reporting Program

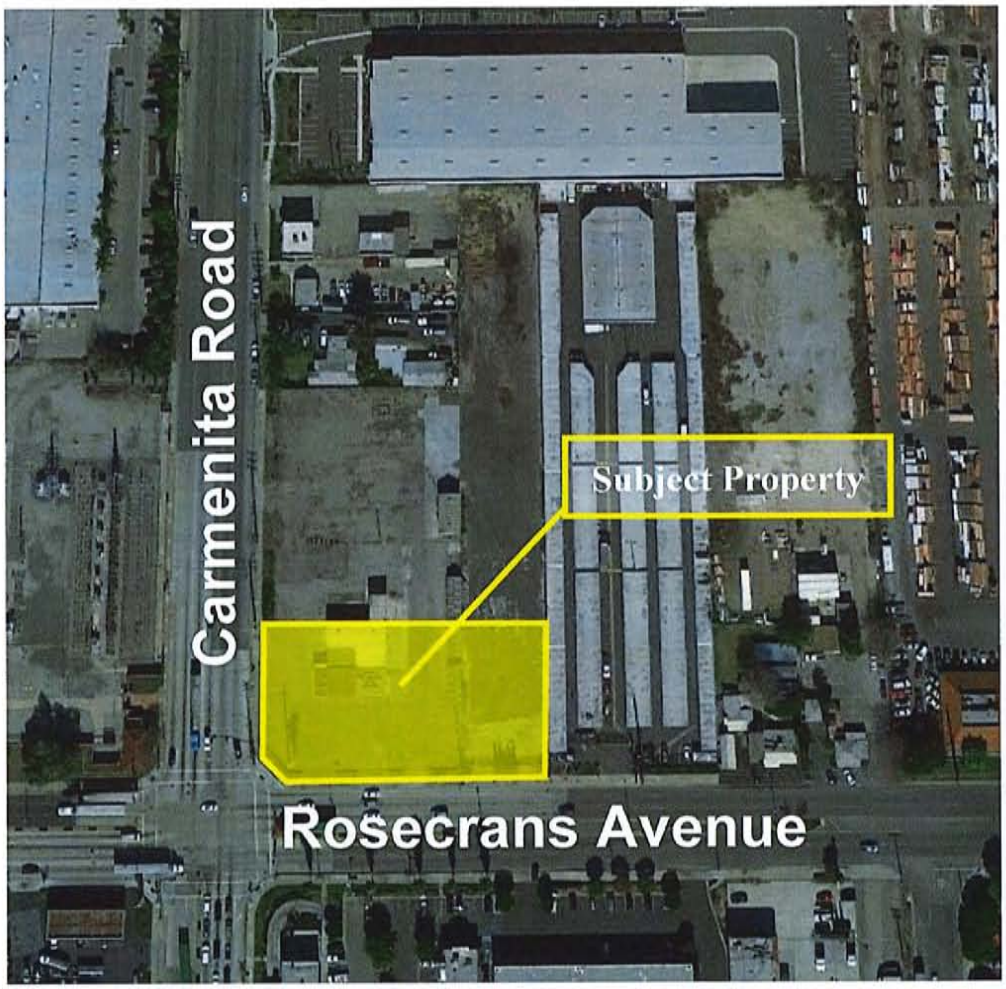
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Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Aerial Photograph

CITY OF SANTA FE SPRINGS



AERIAL PHOTOGRAPH – 13417 Rosecrans Road

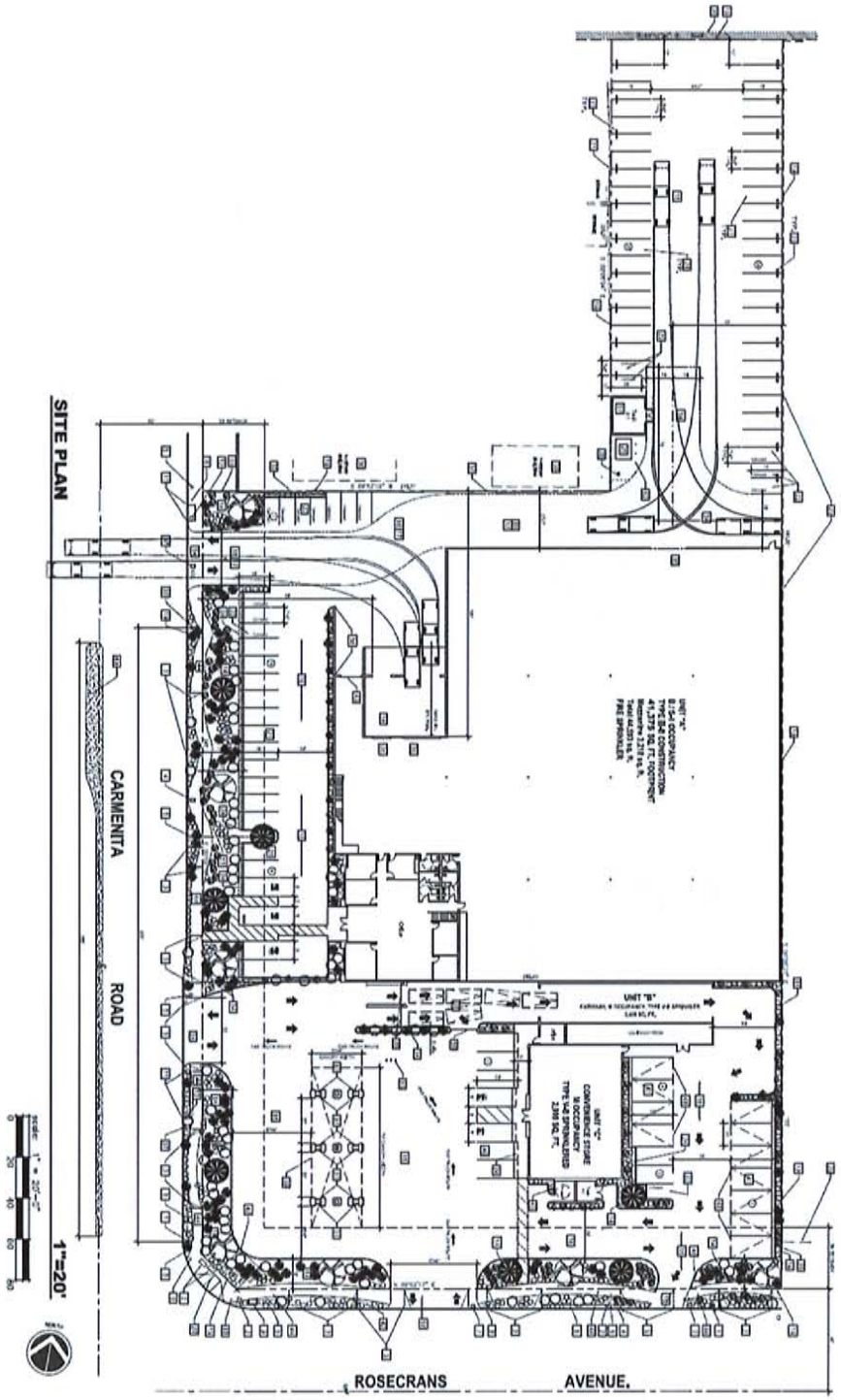
PROJECT:
Development Plan Approval (DPA) Case No. 916;
Conditional Use Permit (CUP) Case No. 777; and
Modification Permit (MOD) Case No. 1269

APPLICANT:
Muhamet Cifligu

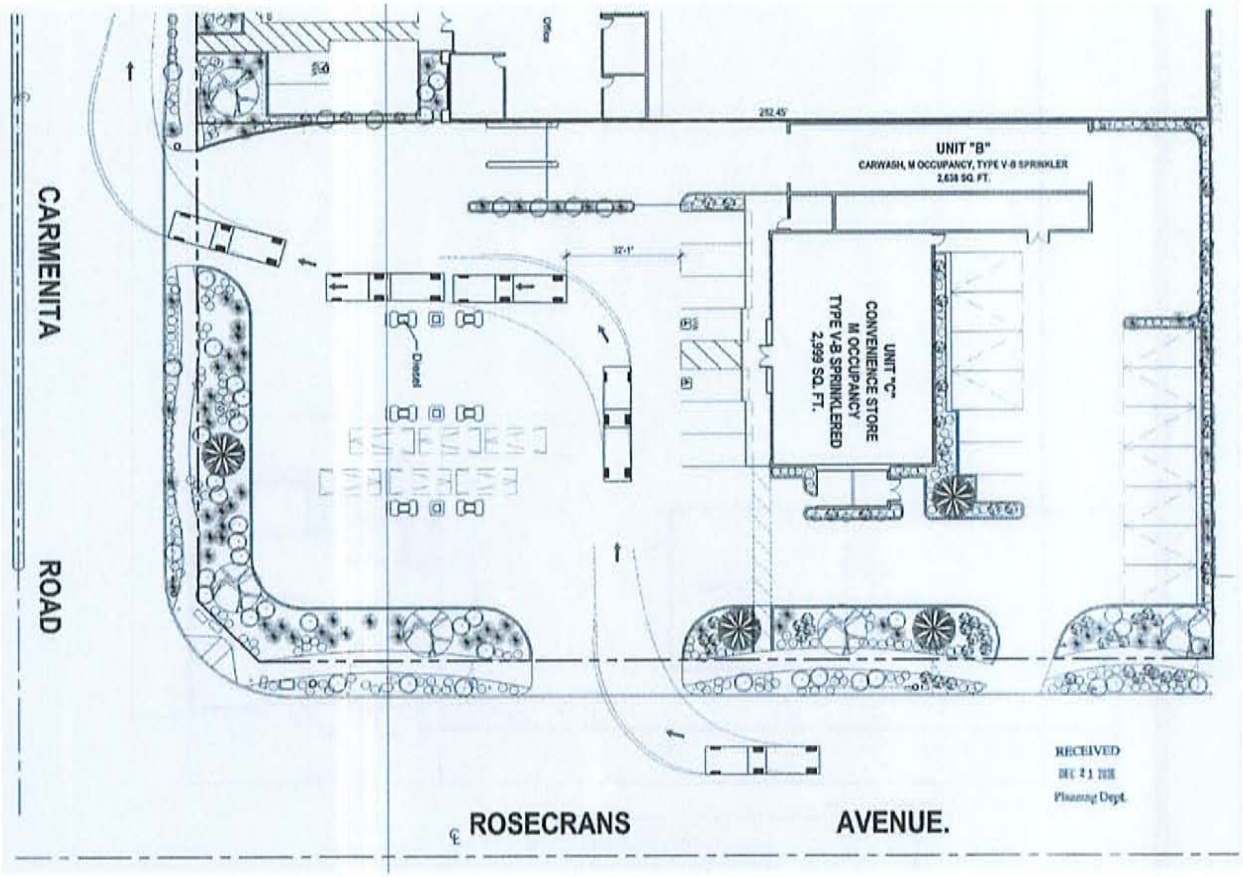
Report Submitted By: Jimmy Wong
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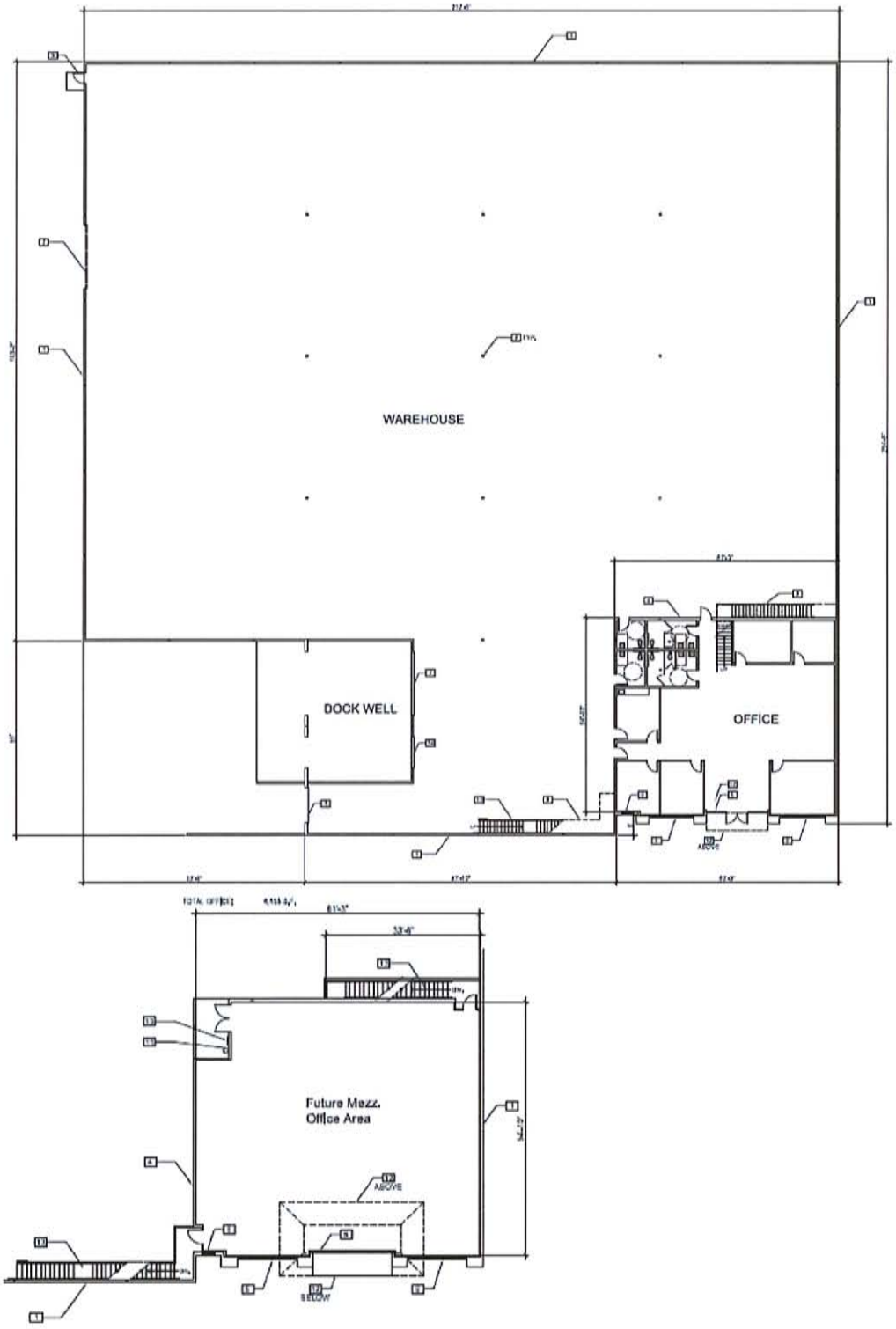
Site Plan



Site Plan (Cont.)



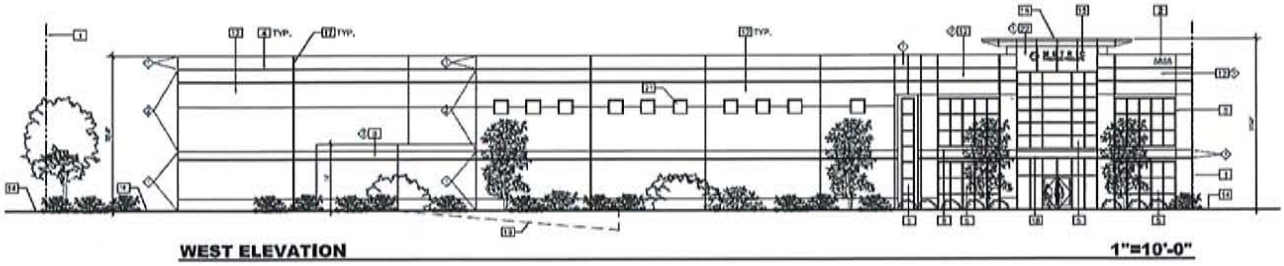
Floor Plan



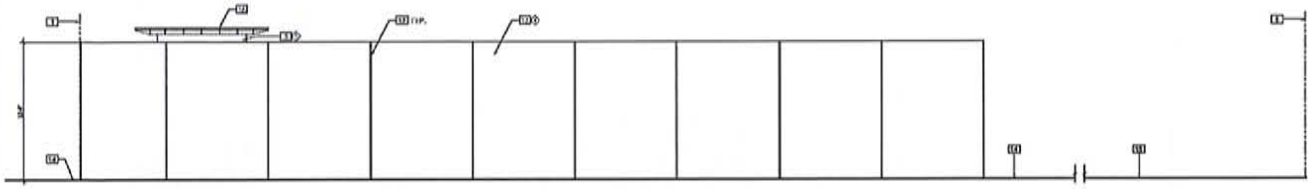
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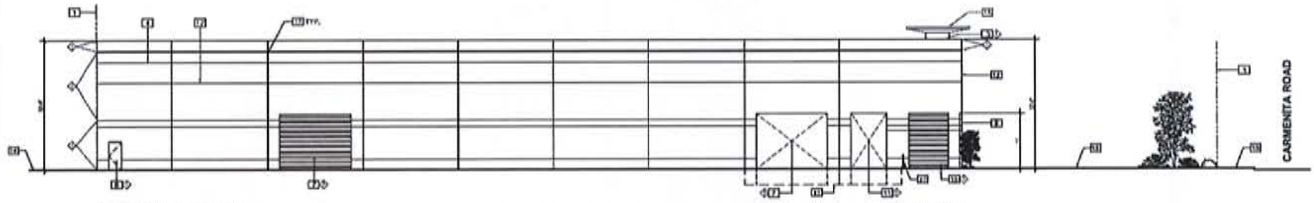
Elevations



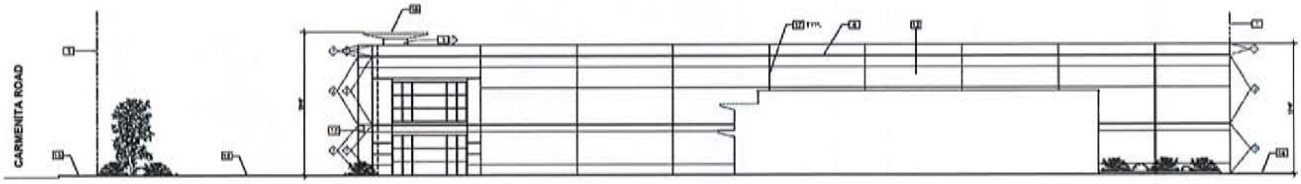
WEST ELEVATION 1"=10'-0"



EAST ELEVATION 1"=10'-0"

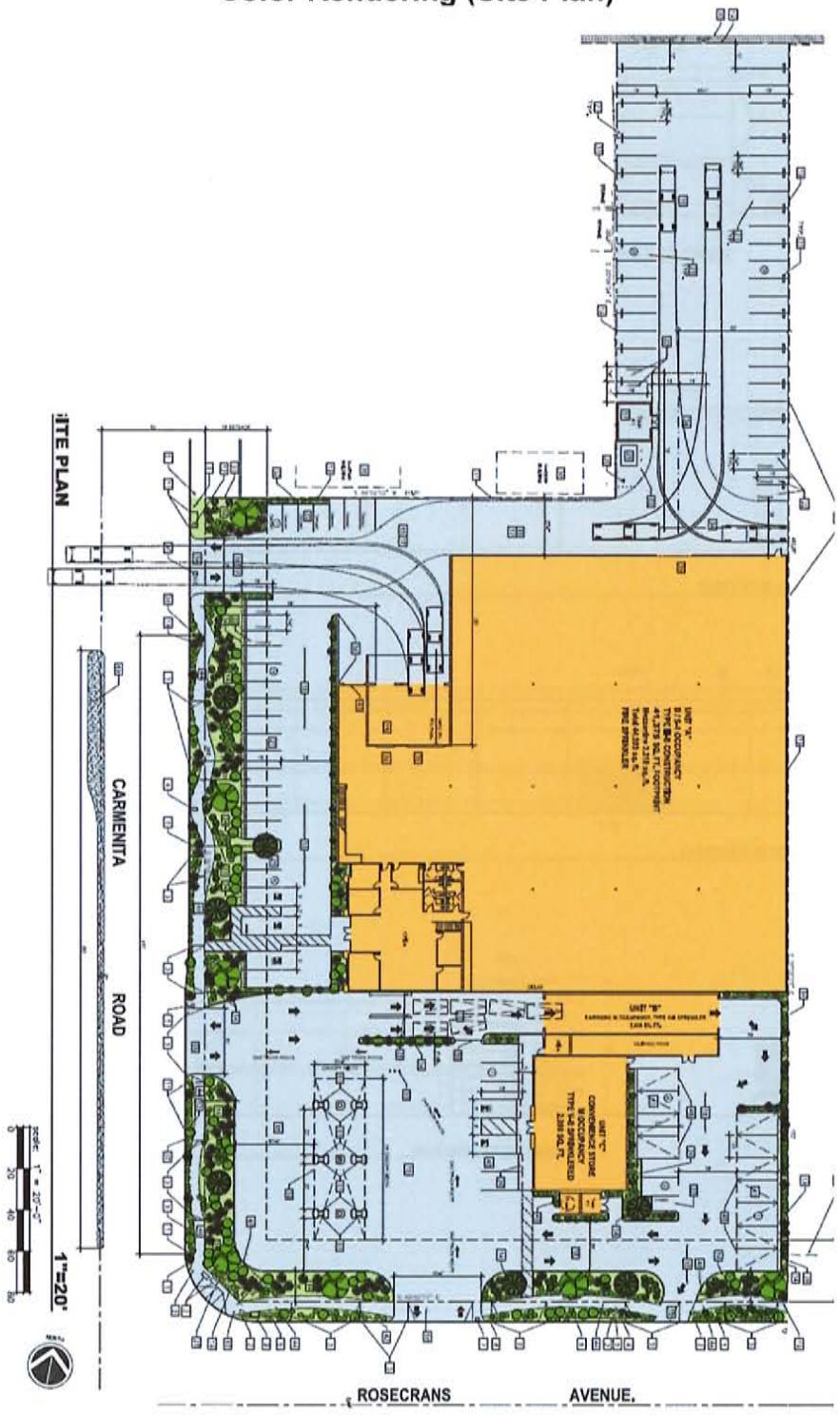


NORTH ELEVATION 1"=10'-0"

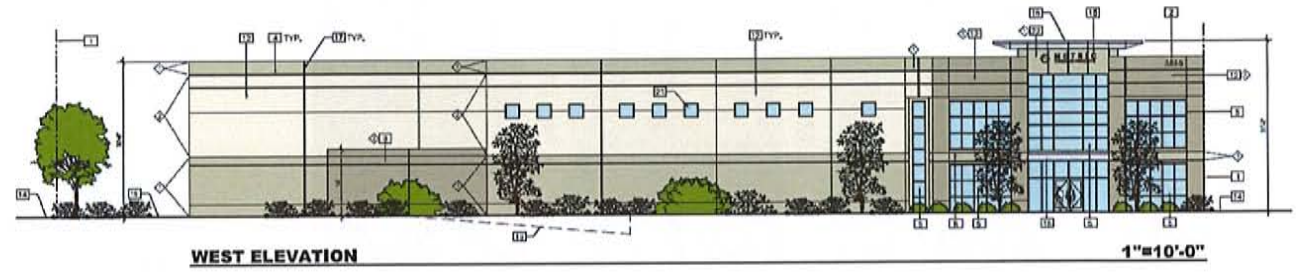


SOUTH ELEVATION 1"=10'-0"

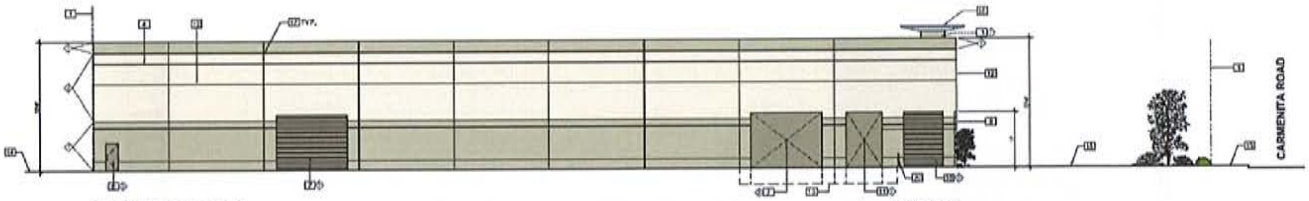
Color Rendering (Site Plan)



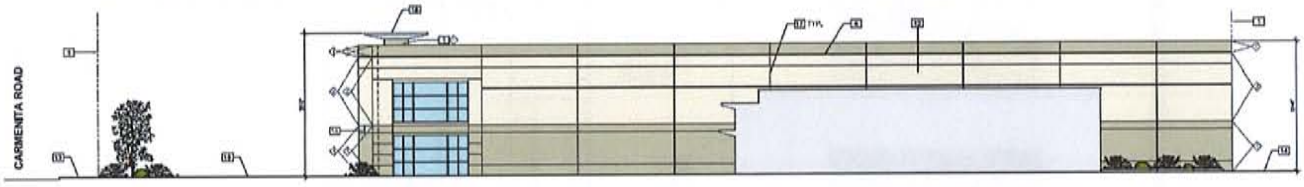
Color Rendering (Elevations)



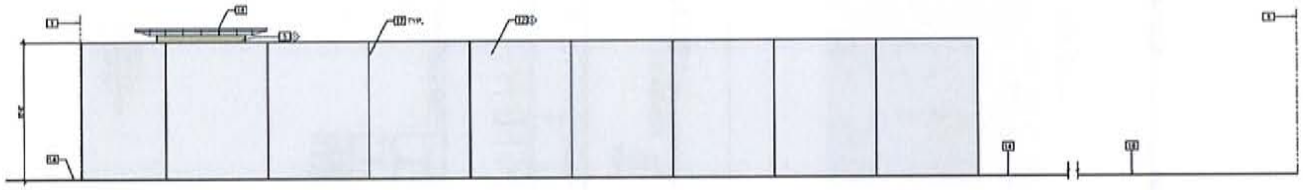
WEST ELEVATION 1"=10'-0"



NORTH ELEVATION 1"=10'-0"

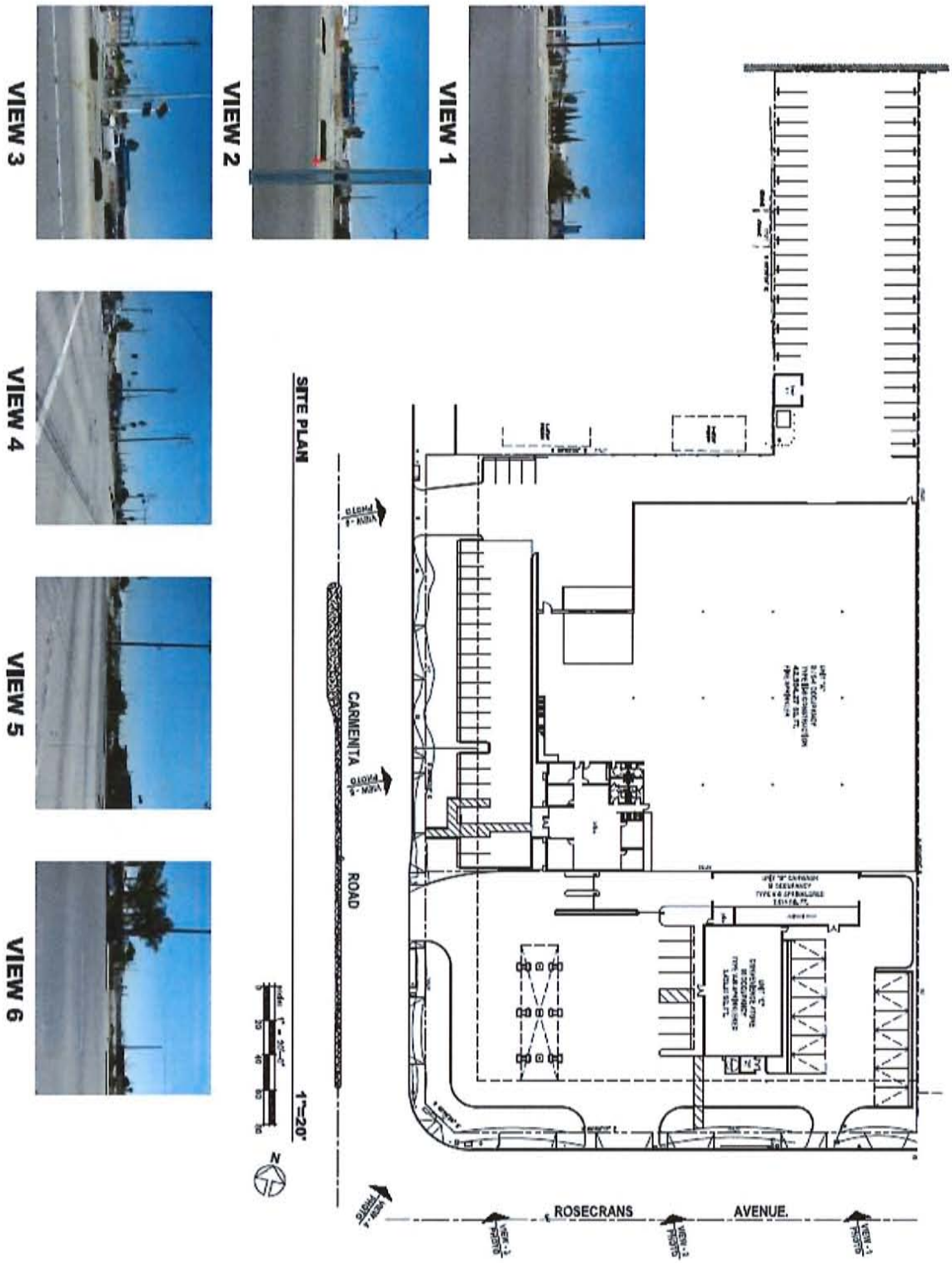


SOUTH ELEVATION 1"=10'-0"



EAST ELEVATION 1"=10'-0"

Photo Site Plan



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Development Plan Approval Application

RECEIVED
APR 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:
13417 Rosecran Avenue, Santa Fe Springs, California 90670

RECORD OWNER OF THE PROPERTY:
Name: Muhamet Cifligu Phone No: 562-404-0565
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Fax No: 562-404-0656 E-mail: matt@metric-threaded.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 car wash / convenience store / gas station building 2,653 sq. ft.

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
Roy Furuto
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): Muhamet Cifligu
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Phone No: 562-404-0585
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Signature: M Cifligu

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a 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. 916
DATE FILED: 4/1/2016
FILING FEE: $4535.-
RECEIPT NO: 1014243
APPLICATION COMPLETE? _____

Development Plan Approval Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 3/28/2016 (Date) before me, ZI M. YU, a notary public (Here Insert Name and Title of the Officer),

personally appeared MUHAMET CIFLIGH (Name(s) of Signer(s))

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.

ZI M. YU
Commission # 1988138
Notary Public - California
Los Angeles County
My Comm. Expires Sep 15, 2016

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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Development Plan Approval Application (Cont.)

Car wash / Gas

CITY OF SANTA FE SPRINGS

HAZARDOUS WASTE AND SUBSTANCES STATEMENT

11710 Telegraph Road, Santa Fe Springs, CA 90670-3679 ◦ (562) 868-0511 ◦ www.santafesprings.org

Pursuant to State of California Government Code Section 65962.5, I have consulted the Hazardous Waste and Substances Sites List compiled by the California Environmental Protection Agency and hereby certify that (check one):

☑ The development project and any alternatives proposed in this application are not contained on the lists compiled pursuant to Section 65962.5 of the State Government Code.

☐ The development project and any alternatives proposed in this application are contained on the lists compiled pursuant to Section 65962.5 of the State Government Code.

APPLICANT INFORMATION

Name: MUHAMET CIFLIGU
Address: 14704 RADBURN AVE
City, State, Zip: SANTA FE SPRINGS CA. 90670
Phone Number: 562-404-0565

PROPERTY OWNER INFORMATION

Name: MUHAMET CIFLIGU
Address: 14704 RADBURN AVE.
City, State, Zip: SANTA FE SPRINGS. CA 90670
Phone Number: 562-404-0565

Address of Site: 13417 ROSECRANS AVE.
Local Agency (City and County): SANTA FE SPRINGS.
Assessor's book, page and parcel number: APN: 8059-003-023 & 025 & 026
Specify list(s):
Regulatory Identification Number:
Date of List:

DATE: 3/28/16 OWNER SIGNATURE: M Ciftigu

DATE: 3/28/16 APPLICANT SIGNATURE: M Ciftigu

Page 1 of 2

Initial Study Application

City of Santa Fe Springs

PART 1

INITIAL STUDY

Date Filed: 03/01/16 Type of Project: Commercial

File No:

ENVIRONMENTAL INFORMATION FORM
(To be completed by applicant)

GENERAL INFORMATION

1. Name and address of developer or project sponsor: Matt Cifligu,
14704 S. Radburn Ave., Santa Fe Springs, Ca 90670

2. Address of project:
13417 Rosecrans Avenue, Santa Fe Springs, California 90670

Assessor's Block and Lot Number: 8059-003-023 & 025 & 026

3. Name, address and telephone number of person to be contacted concerning this project:
Roy Furuto, 1220 Date St. Montebello, Ca. 90640 323-890-8770

4. Indicate number of the permit application for the project to which this form pertains:
One

5. List and describe any other related permits and other public approvals required for this project, including those required by the city, state, and federal agencies:
Building, electrical, mechanical, plumbing and fire permits
Modification

6. Existing zoning district: M-1

7. Proposed use of site (project for which this form is filed):
Car Wash / Conveinence Store / Gas Station

Initial Study Application (Cont.)

PROJECT DESCRIPTION

8. Site Size: 42,224 sq. ft.
9. Square footage: 2,635 sq. ft.
10. Number of floors of construction: one
11. Amount of off-street parking provided: 21 stalls
12. Attach plans: See attachments
13. Proposed scheduling: Construction 6 months after D.P.A. approved
14. Associated project: None
15. Anticipated incremental development: None

16. If residential, include the number of unit, schedule of unit sizes, range of sale prices or rents, and type of household size expected.
Does not apply

17. If commercial, indicated number of unit, schedule of unit sizes, range of sale prices or rents, and type of tenants expected:
Car wash / Convenience Store / Gas Station

18. If industrial, indicated type, estimated employment per shift, and loading facilities:
Does not apply

19. If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefits to be derived from the project.
Does not apply

Initial Study Application (Cont.)

20. If the project involves a Variance, Conditional Use Permit, or Zone Change, state this and indicated clearly why the entitlement is required. None

Are the following items applicable to the project or its effects? Discuss below all items checked yes (attach additional sheets as necessary).

	Yes	No
21. Change in existing features of any hills, or substantial alterations of underground contours	( )	☑
22. Change in scenic views or vistas from existing residential areas or public lands or roads	( )	☑
23. Change in pattern, scale, or character of general area of project	( )	☑
24. Significant amounts of solid waste or litter	( )	☑
25. Change in dust, ash, smoke, fumes, or odors in vicinity	( )	☑
26. Change in streams, or ground water quality or quantity, or alteration of existing drainage patterns	( )	☑
27. Substantial change in existing noise or vibration levels in the vicinity	( )	☑
28. Site on filled land or on a slope of 10 percent or more	( )	☑
29. Use or disposal of potentially hazardous materials such as toxic substances, flammable, or explosives	( )	☑
30. Substantial change in demand for municipal services (police, fire, water, sewage, etc.)	( )	☑
31. Substantial increase fossil fuel consumption (electricity, oil, natural gas, etc.)	( )	☑
32. Relationship to a large project or series of projects	( )	☑

Initial Study Application (Cont.)

ENVIRONMENTAL SETTING

33. Describe the project sites as it exists before the project, including information on topography, soil, stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. Attach photographs of the site. Snapshots or Polaroid will be accepted. Flat paved site w/ several abandoned metal structures

34. Describe the surrounding properties, including information on plants and animals and any cultural, historical, or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (one-family, apartment houses, shops, department stores, etc.), and scale of development (height, frontage, setback, rear yard, etc.) Attach photographs of the vicinity. Snapshots or Polaroid will be accepted.

Industrial site w/ industrial projects to the north, south, east and west

CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements and information presented are true and correct to the best of my knowledge and belief.

Date: 03/01/16 **Signature:** _____

Firm Name: Furuto Rubio & Associates, Inc.

Address: 1220 Date Street

Montebello, California 90640

Phone Number: 323-890-8770

Initial Study Application (Cont.)

Carwash

March 1, 2016

LETTER OF AUTHORIZATION

I Muhamet Cifligu, Owner of the property located at 13417 Rosecrans Avenue, Santa Fe Springs, California 90670 here by authorize Roy Furuto of Furuto Rubio & Associates, Inc. to represent my company in all matters pertaining to the Design Plan Approval (DPA) and Modification (MOD) applications for the above mention property.

If there are any questions, please feel free to call me at 562-404-0565

Sincerely,

Muhamet Cifligu

M Cifligu 3/28/16

Cc: Roy Furuto, Furuto Rubio & Associates, Inc.

Conditional Use Permit Application

City of Santa Fe Springs

Application for

CONDITIONAL USE PERMIT (CUP)

Application is hereby made by the undersigned for a Conditional Use Permit on the property located at (Provide street address or, if no address, give distance from nearest cross street): 3417 Rosecrans Avenue, Santa Fe Springs, California 90670

Give the correct legal description of the property involved (include **only** the portion to be utilized for the Conditional Use Permit. If description is lengthy, attach supplemental sheet if necessary) See Exhibit "B"

Record Owner of the property:
Name: Muhamet Cifligu Phone No: 562-404-0565
Mailing Address: 14704 Radburn Ave., SFS, Ca. 90670 Date of Purchase: 1/9/14
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Is this application being filed by the Record Owner? No
(If filed by anyone other than the Record Owner, written authorization signed by the Owner must be attached to the application.)

Representative authorized by the Record Owner to file this application:
Name: Roy Furuto Phone No: 323-890-8770
Mailing Address: 1220 Date Street, Montebello, Calif. 90640
Fax No: 323-890-8774 E-mail: furutorubioala@msn.com
Describe any easements, covenants or deed restrictions controlling the use of the property: Utility easements

The Conditional Use Permit is requested for the following use *(Describe in detail the nature of the proposed use, the building and other improvements proposed)*:

See EXHIBIT "A", see pages 1, 2 & 3

NOTE

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

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Conditional Use Permit Application (Cont.)

CUP Application
Page 2 of 3

JUSTIFICATION STATEMENT

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

1. Explain why the proposed use is essential or desirable in the location requested.

   See EXHIBIT "A", see pages 1,2 & 3

2. Explain why the proposed use will not be detrimental to persons and properties in the vicinity, nor to the welfare of the community in general.

   See EXHIBIT "A", see pages 1, 2 & 3

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

   See EXHIBIT "A", see pages 1,2 & 3

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

   See EXHIBIT "A", see pages 1,2 & 3

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

   See EXHIBIT "A", see pages 1,2 & 3

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

   See EXHIBIT "A", see pages 1,2 & 3

Conditional Use Permit Application (Cont.)

CUP Application
Page 3 of 3

PROPERTY OWNERS STATEMENT

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

Name (please print): Muhamet Cifligu
Mailing Address: 14704 Radburn Avenue, Santa Fe Springs, California 90670
Phone No: 562-404-0565
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Signature: _____

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.

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

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

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: ~~777~~ CUP 777
DATE FILED: 8/1/2016
FILING FEE: ~~$2,283~~ $2,906
RECEIPT NO: 1611982
APPLICATION COMPLETE? _____

Conditional Use Permit Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 9/29/2016 (Date) before me, ZI M. YU, NOTARY PUBLIC (Here Insert Name and Title of the Officer),

personally appeared MUHAMET CIFLIGU (Name(s) of Signer(s))

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.

ZI M. YU
Commission # 1988438
Notary Public - California
Los Angeles County
My Comm. Expires Sep 15, 2016

Signature _____ (Signature of Notary Public)

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: _____
Document Date: _____ Number of Pages: _____
Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____	Signer's Name: _____
☐ Corporate Officer — Title(s): _____	☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General	☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact	☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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Conditional Use Permit Application (Cont.)

Conditional Use Permit Application (Cont.)

EXHIBIT "A"

The Conditional Use Permit is requested for the following use *(Describe in detail the nature of the proposed use, the building and other improvements proposed*

The applicant is requesting approval of a Conditional Use Permit for a convenience grocery market and all other related improvement plans pursuant to the City's Zoning Ordinance 155.213 (H)

JUSTIFICATION STATEMENT

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

1. **Explain why the proposed use is essential or desirable in the location requested.**

The addition of a convenience market which is a norm for the industry for a typical gas station / convenience / car wash operation would provide the full potential available for development of the site with its desirable 30,000 – 40,000 average daily traffic exposure (Per City 2009 traffic volume Map).

2. **Explain why the proposed use will not be detrimental to persons and properties in the vicinity, nor to the welfare of the community in general.**

First, it is unlikely that the proposed project will not have a significant environmental impact on the surrounding properties and people in the area. This is based on the fact that the property to the north is Robert's Liquid Disposal, the property to the south across Rosecrans Avenue is a fast food operation Burger King, the property to the west, across Carmenita Road, is a lot used by Southern California Edison for a substation and the property to the east is a currently occupied by America Self Storage. In essence, a gas

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AUG 0 1 2016
Planning Dept.

Conditional Use Permit Application (Cont.)

station / convenience / car wash will not have many neighbors in the immediate area that will be impacted by the proposed project in general.

Secondly, approval of the gas / convenience / carwash project would not result in any growth inducing impacts on the environment in general because the project does not involve adding more industrial space or employees on the site. Therefore, the use will not have any significant effects or result in a significant increase relative to traffic, noise, air quality, water quality or greenhouse gas emissions.

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

The gas / convenience / car wash will operate the business in accordance with all the various environmental protection agencies, including South Coast Air Quality Management District, the City's Fire and Public Works Departments, Sanitation District and so forth.

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

If the CUP is approved for the use of a gas / convenience / carwash as proposed, the entire site will be brought into compliance with the current development standards of the zone and it appearance will stimulate the adjacent area to improve their appearance.

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

As stated previously, the project will not have growth inducing impacts that may affect the local streets in the area in that the project will not be adding more building areas or employees to the site. Furthermore, the project has been reviewed by the City's Traffic Engineers and Public Works Department relative to traffic hazards and street improvements.

Conditional Use Permit Application (Cont.)

6. **If the operator of the requested conditional use will be someone other than the property owner, state name and address of the operator.**
   Not Applicable.

Modification Permit Application

RECEIVED
APR 01 2016
Planning Dept.

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): 13417 Rosecrans Avenue Santa Fe Springs, California 90670
Nearest street Carmenita Road

Legal description of property:
See EXHIBIT "C"

Record Owner of Property:
Name: Muhamet Cifligu Phone No: 562-404-0565
Mailing Address: 14704 Radburn Avenue Santa Fe Springs, California 90670
Fax No: 562-404-0656 E-mail: matt@metric-threaded.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.):
Architect

Describe the modification requested: See EXHIBIT "A" pages 1, 2 & 3

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"

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

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.

   N.A.P.

2. Explain how the modification request, if granted, will not be detrimental to the property of others in the area.

   N.A.P.

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.

   See EXHIBIT "A" see pages 1, 2 & 3

4. Explain the unusual or unique circumstances involved with the subject property which would cause hardship if compliance with the existing regulations is required.

   See EXHIBIT "A" see page 4

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.

   See EXHIBIT "A" see page 5

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.

   See EXHIBIT "A" see page 6

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 (please print): Muhamet Cifligu
Mailing Address: 14704 Radburn Avenue , Santa Fe Springs, California 90670
Phone No: 562-404-0565
Fax No: 562-404-0656 E-mail: matt@metric-threaded.com
Signature: M Cifligu

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

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.

I, _____, being duly sworn, depose and say that I am the petitioner in this application for a 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)

(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. 1269
DATE FILED: _____
FILING FEE: _____
RECEIPT NO: _____
APPLICATION COMPLETE? _____

Modification Permit Application (Cont.)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT **CIVIL CODE § 1189**

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 3/28/2016 (Date) before me, ZI M. YU, NOTARY PUBLIC (Here Insert Name and Title of the Officer),

personally appeared MUHAMET CIFELIAN (Name(s) of Signer(s))

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.

ZI M. YU
Commission # 1988438
Notary Public - California
Los Angeles County
My Comm. Expires Sep 15, 2016

Signature _____
Signature of Notary Public

Place Notary Seal Above

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☐ Trustee ☐ Guardian or Conservator	☐ Trustee ☐ Guardian or Conservator
☐ Other: _____	☐ Other: _____
Signer Is Representing: _____	Signer Is Representing: _____

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Modification Permit Application (Cont.)

EXHIBIT A (Carwash)

3. Explain why the subject property cannot be used in a reasonable manner under the existing regulations.

Background and Discussion

The City's Zoning Ordinance in regards to the building setback distance from a Major and Secondary Highway was amended several times since the adoption of the Zoning Ordinance in 1964, which resulted larger building setbacks in the M-1 and M-2 zone districts in the City, in increments, from 10' to its present overall building setback standard of 30' from a Major or Secondary Highway as shown on the General Plan Map of the City.

The building setbacks standards were primarily designed not only to locate large and taller industrial warehouse buildings back from the public streets thereby creating visual relief from massive industrial buildings, but also to increase the landscaping areas along the major thoroughfares of the City that would improve the aesthetic visual appearance of the industrial areas in general with decorative landscaping. Therefore, this background discussion involves the building setback standard and landscaping requirements in the industrial zone as they both go hand-in-hand.

The larger building setbacks were required by the City in response to larger industrial buildings proposed by the development community during the last 40 years that contained up 500,000 sq ft in building area and were constructed up to 50 feet in overall height. Thus, a 30' building setbacks distance from the public street was imposed throughout the industrial areas of the City as *blanket requirement*, so to speak, and did not make exceptions or consideration for potential problem areas such as to permitted commercial and industrial service type uses on relatively smaller corner lots fronting on two major highways. These types of lots potentially could be negatively impacted by the lost of useable building area as a direct result of the general 30' building setback from a Major or Secondary Highway and landscaping requirements in general.

Specially, some of the problems that were created with the imposition of 30' building setback standards and related landscaping requirements effecting lots with two major highway frontages are as follows:

A. The property owner/developer of a lot fronting on two major highways would not enjoy the maximum building coverage equal to what you could obtain with an interior industrial lot located within a block area with a single street frontage. For example, in the case of a large industrial lot at the end of a cul-de-sac street, the property may only

Modification Permit Application (Cont.)

EXHIBIT A (Carwash)

have a minimal street frontage of say 100'-150' that leads to the balance of the property that may contain 1-acre or more. Thus, a very small percentage of the lot would be devoted (required) for building setback area compared to a corner lot with two major highway frontages. In the final analysis, the property located at the end of a cul-de-sac street could built more buildable area than a corner property located fronting on two major highways. *(See EXHIBIT "B" approved DPA Case No. 892 of a new 63,500 sq. ft. concrete tilt up industrial building on a 2.92 acre site located at 12140 Altamar Place)*

B. A greater amount of landscape area would be required on-site to satisfy the landscaping requirements on a lot with two major highway frontages as opposed to the same requirement on an interior lot with a single street frontage. As a result, the potential building coverage will be smaller as compared to what you could obtain with an interior industrial lot with a single street frontage.

C. There is also another building setback provision that applies to buildings greater than 30' in overall height. Section 155.218 of the City Zoning Ordinance generally requires that proposed buildings greater than 30' shall provide a building setback distance from the front property line equal to the proposed overall height of the building. For example, if a proposed building had an overall height of 50', the building setback distance from the public street would be 50'. Moreover, taken to an extreme measure, if a proposed building had an overall height of say 100', the building setback distance would be 100' from a major of secondary highway. The result, as described in this example, it could potentially eliminate a proposed high-rise office building on the property. It is surmised that the Planning Department probably did not contemplate this potential problem while crafting the larger building setback distance from a public street for proposed building greater than 30' in height, because the City was known as an hub for industrial warehouse buildings and did not have a large market for high-rise office buildings in general.

As can be ascertain from the above discussion, the M-1 and M-2 Development Standards relative to required landscape areas and building setback distance from a Major or Secondary Highway can result in negative impacts effecting the potential building coverage on corner lots with two major highways frontages as compared to hundred of existing interior industrial lots in the City with a single street frontage.

Pursuant to California State Zoning Laws, a property owner may seek relief from strict interpretation of certain development standards by means of a Modification of Property Development Standards as provided in the SFS Zoning Ordinance. The concept is not that the basis zoning standard is being changed, but that the property owner is allowed to use its property in a manner basically consistent with the established regulations,

Modification Permit Application (Cont.)

EXHIBIT A (Carwash)

4. Explain the unusual or unique circumstances involved with the subject property which could cause hardship if compliance with the existing regulations is required.

Fast food restaurants and service station uses is a desirable use of corner lots fronting major highways in the City because they serve the industrial areas in the M-1 and M-2 Zones of the City. However, these types of uses on corner lots that front on major and secondary highways are subject to the mandated 30' building setback from those street and related landscaping requirements. Generally, the building setback does not appear to affect service station uses as much as the buildings of fast food uses because of the need to provide large areas for driveway access and circulation around the pump island for dispensing gasoline and diesel fuel. Because of the access and circulations needs of a service station, the retail store building is generally setback by design further from the public street.

However, it is the applicant's opinion that the landscape requirements appear to be excessive for these types of commercial uses in the industrial zones when compared to industrial buildings in the same zone. As stated above, the 30' building setback standards and related landscaping requirements were in response to larger and taller industrial buildings being built in the industrial areas of the City. In this case involving a proposed service station use, the building structures generally include an open roof canopy and a small retail store. The difference between the two types of land uses should be obvious....service stations have small structures when compared to industrial buildings which are generally massive in size and bulk. Therefore, the applicant feels that less landscaping is warranted for service stations uses on corner lots fronting on a major or secondary highways in the City.

Modification Permit Application (Cont.)
EXHIBIT A (Carwash)

5. Explain how the approval of the requested modification would not grant special privileges are not enjoyed by other property owners in the area.

The site plan for Unit "B" and "C" involving the service station use illustrates on the proposed landscaping approximately of 5,577 sq ft of on-site landscaping. The landscaping is distributed around the parking area and 15' of front yard landscaping is proposed all along the street frontage, excepting for driveways. The landscaping provided is similar in scope and design to other retail uses established along Imperial Highway in recent years. Therefore, the applicant would not be granted an exception or special privileges that are not currently being enjoyed by other property owners in the area.

The site plan for Unit "A" involving a proposed warehouse building illustrates the proposed landscaping of 5,320 sq ft for the industrial warehouse building. The reduction of landscaping area involves a parking area for the project that is isolated and cannot be seen from any public streets in the area. In essence, landscaping in this area would serve no useful purpose to the public in general. Therefore, compliance with the landscaping requirements in the subject parking area, as described here, would cause an unreasonable hardship to the applicant.

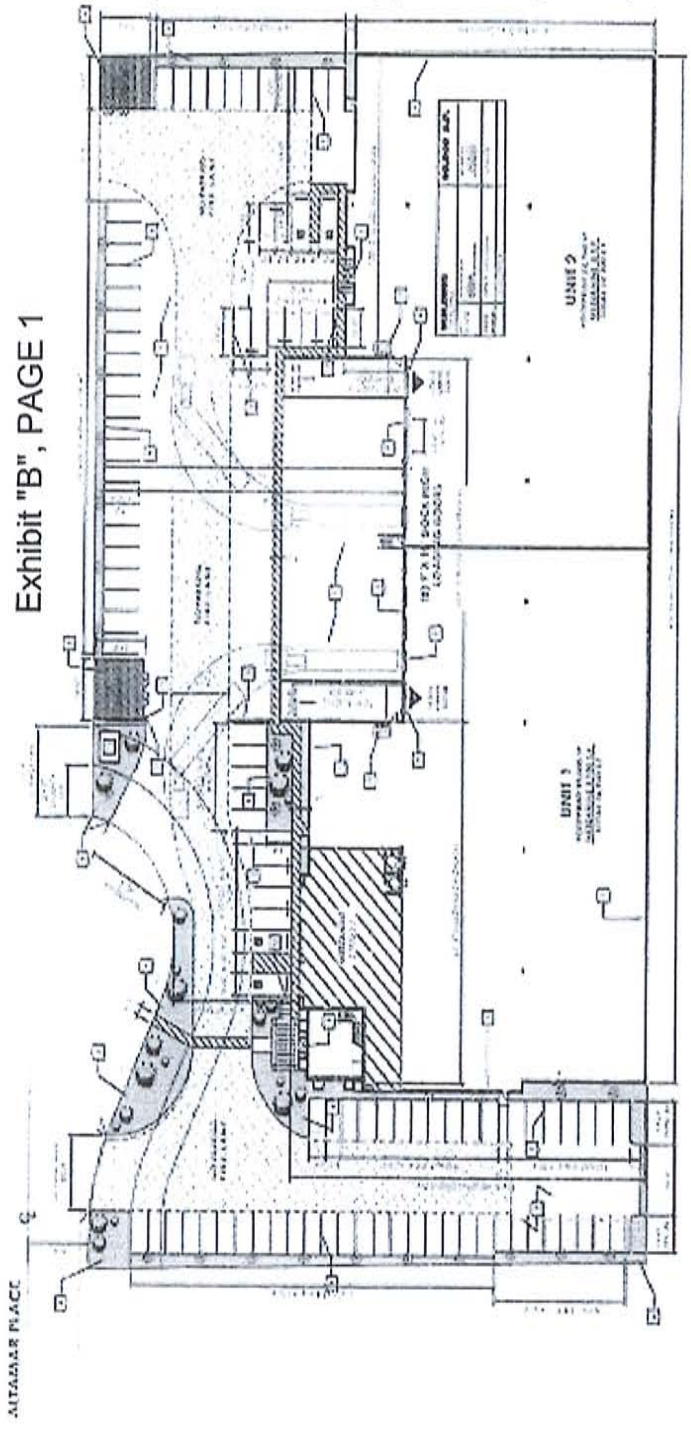
Modification Permit Application (Cont.)

EXHIBIT A (Carwash)

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.

The applicant is seeking parity and equal adherence of the landscaping requirements that are currently being enjoyed by other persons and properties in the area. Therefore, the requested modification would not be detrimental to other persons or properties, nor to the public welfare in general.

Modification Permit Application (Cont.)



Modification Permit Application (Cont.)

EXHIBIT "C" (Carwash)

Parcel 25

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 LOT COM S 89¢28'47"
W 415.42 FT AND S 0¢29'20" E 460.3 FT
... SEE MAPBOOK FOR MISSING PORTION ...
SEC 16 T 3S R 11W

Parcel 23

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 LOT COM S 89¢28'47"
W 415.42 FT AND S 0¢29'20" E 460.3 FT
... SEE MAPBOOK FOR MISSING PORTION ...
SEC 16 T 3S R 11W

Parcel 26

RANCHO LOS COYOTES SECTIONS TOWNSHIP AND
RANGE AS PER PATENTS BK 1 PG 493-494 AND
O R M 7425 PG 20-21 THAT PART IN
CONSOLIDATED SEWER MAINT DIST OF LOT COM
... SEE MAPBOOK FOR MISSING PORTION ...
SW 1/4 OF SEC 16 T 3S R 11W

Public Notice

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CITY OF SANTA FE SPRINGS
NOTICE OF PUBLIC HEARING
TENTATIVE PARCEL MAP CASE NO. 74163
DEVELOPMENT PLAN APPROVAL CASE NO. 915 & 916
CONDITIONAL USE PERMIT CASE NO. 777
MODIFICATION PERMIT CASE NO. 1268 & 1269
& ENVIRONMENTAL DOCUMENTS

NOTICE IS HEREBY GIVEN: that a Public Hearing will be held before the City of Santa Fe Springs Planning Commission for the following:

TENTATIVE PARCEL MAP CASE NO. 74163: A request for approval to re-configure seven (7) existing parcels measuring approximately +/-15,418 square feet (APN # 8059-003-004), +/-15,976 square feet (APN # 8059-003-005), +/-15,678 square feet (APN # 8059-003-006), +/-19,688 square feet (APN # 8059-003-025), +/-9,475 square feet (APN # 8059-003-023), +/-12,373 square feet (APN # 8059-003-026), and +/-38,750 square feet (APN # 8059-003-027), into two (2) separate parcels measuring approximately +/-42,234 square feet (.97 acre) and +/-86,134 square feet (1.98 acres)

DEVELOPMENT PLAN APPROVAL CASE NO. 915: A request for approval to allow for the construction of a new 44,593 square feet concrete tilt-up industrial building at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

DEVELOPMENT PLAN APPROVAL CASE NO. 916: A request for approval to allow for the construction of a new 2,998 square feet convenience store, 2,638 square feet car wash, and service station at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

CONDITIONAL USE PERMIT CASE NO. 777: A request for approval to allow for the establishment, operation, and maintenance of a convenience store at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone

MODIFICATION PERMIT CASE NO. 1268: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within required landscape strip on property located at 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027), within the M-1, Light Manufacturing, Zone.

MODIFICATION PERMIT CASE NO. 1269: A request for approval to allow: (1) a reduction in the overall required landscape area; and (2) reduction to the width of the required landscaping

Richard J. Moore, Mayor • William K. Rounds, Mayor Pro Tem
City Council
Jay Sarno • Juanita Trujillo • Joe Angel Zamora
City Manager
Thaddeus McCormack

Public Notice (Cont.)

strip along Carmenita Road and Rosecrans Avenue at 13417 Rosecrans Avenue (APN: 8059-003-023, 025, 026), within the M-1, Light Manufacturing, Zone.

ENVIRONMENTAL DOCUMENTS: A request for approval of the proposed Mitigated Negative Declaration with traffic study related to the proposed project, within the M-1, Light Manufacturing, Zone.

APPLICANT / PROJECT LOCATION: Muhamet Cifligu / 14114 Carmenita Road (APN: 8059-003-004, 005, 006 and 027) & 13417 Rosecrans Avenue (APN: 8059-003-025, 023, 026)

CEQA STATUS: Upon review of the proposed project, staff has determined that additional environmental analysis is required to meet the requirements of the California Environmental Quality Act (CEQA). The applicant has since retained Marc Blodgett of Blodgett and Associates, and Crown City Engineers to prepare the necessary CEQA documents and associated Traffic Study. Staff is currently working with the applicant's CEQA consultant on finalizing the Initial Study, subsequent Mitigated Negative Declaration (MND), and Traffic Study. Once the draft CEQA documents are finalized, an NOI (Notice of Intent) to adopt the Mitigated Negative Declaration will be prepared and thereafter posted in the LA County Recorder's Office to initiate the mandatory 20-day public review period.

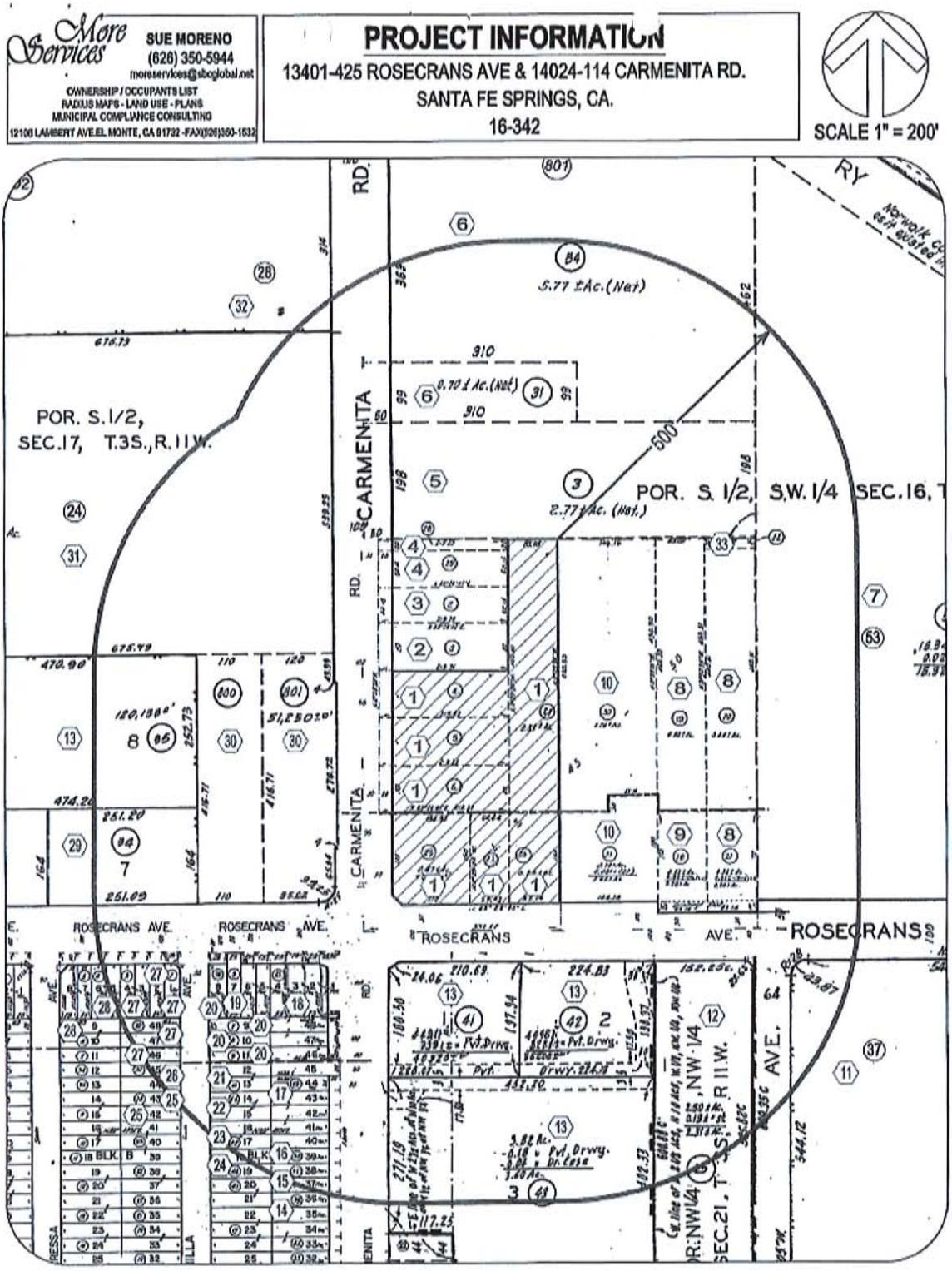
THE HEARING will be held before the Planning Commission of the City of Santa Fe Springs in the Council Chambers of the City Hall, 11710 Telegraph Road, Santa Fe Springs, on Monday, January 9, 2017 at 6:00 p.m.

ALL INTERESTED PERSONS are invited to attend the Public Hearings and express opinions upon the items 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 7451, Jimmywong@santafesprings.org.

Wayne M. Morrell
Director of Planning
City of Santa Fe Springs
11710 Telegraph Road
Santa Fe Springs, CA 90670

Radius Map



Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

MITIGATION MONITORING AND REPORTING PROGRAM

INDUSTRIAL & COMMERCIAL DEVELOPMENT
14114 CARMENITA ROAD AND
13417 ROSECRANS 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

OCTOBER 21, 2016
SFSP 034

Report Submitted By: Jimmy Wong
Planning and Development Department

Date of Report: January 6, 2017

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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2.	Findings of the Environmental Assessment	2
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1. OVERVIEW OF THE PROJECT

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

The City of Santa Fe Springs, in its capacity as the Lead Agency, is considering an application to construct and operate various uses within two parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-foot) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-foot) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively.

The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions.

Four truck doors will be located on the north-facing elevation of the warehouse building. Parking for the proposed warehouse building will be provided on surface parking areas and will include 73 parking stalls for Parcel 1 and 21 parking stalls for Parcel 2. Access to Parcel 1 will be provided by a single two-way driveway on the east side of Carmenita Road. Access to Parcel 2 will be provided by a driveway connection with the east side of Carmenita Road and two driveway connections located on the south side of Rosecrans Avenue. Lastly, 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.

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

Mitigation Monitoring and Reporting Program (Cont.)

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). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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. 2 (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. 3 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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.

Mitigation Measure No. 4 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

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

Mitigation Measure No. 5 (Hazards & Hazardous Materials). An 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).

Mitigation Monitoring and Reporting Program (Cont.)

Mitigation Measure No. 6 (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. 7 (Hydrology & 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. 8 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

The analysis of public service impacts indicated that no significant 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. 10 (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. 11 (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

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

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 below.

TABLE 1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 4 (Air Quality). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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:
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 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 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. 6 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.	City of Santa Fe Springs Planning and Development Department and the Los Angeles County Natural History Museum (LACNHM) • *(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 appointed paleontologist.	Date: Name & Title:

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 8 (Hazards and Hazardous Materials). An 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).	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. 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:
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:

Mitigation Monitoring and Reporting Program (Cont.)

MITIGATION MONITORING AND REPORTING PROGRAM
INDUSTRIAL & COMMERCIAL DEVELOPMENT • 14114 CARMENITA RD & 13417 ROSECRANS AVE
CITY OF SANTA FE SPRINGS

TABLE 1
MITIGATION-MONITORING PROGRAM (CONTINUED)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 14 (Hydrology and Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.	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. 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:

INITIAL STUDY
AND
MITIGATED NEGATIVE DECLARATION

INDUSTRIAL & COMMERCIAL DEVELOPMENT
14114 CARMENITA ROAD AND
13417 ROSECRANS 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

OCTOBER 21, 2016
SFSP 034

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Industrial and Commercial Development (Conditional Use Permit 777).

APPLICANT: Furuto Rubio and Associates, 1220 Date Street, Montebello, CA 90640.

ADDRESS: 14114 Carmenita Road and 13417 Rosecrans Avenue. Assessor Parcel Numbers (APNs): 8059-003-004, 8059-003-005, 8059-003-006, 8059-003-023, 8059-003-025, 8059-003-026, and 8059-003-027.

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 various uses within two parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-feet) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-feet) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively.

The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions.

Four truck doors will be located on the north-facing elevation of the warehouse building. Parking for the proposed warehouse building will be provided on surface parking areas and will include 73 parking stalls for Parcel 1 and 21 parking stalls for Parcel 2. Access to Parcel 1 will be provided by a single two-way driveway on the east side of Carmenita Road. Access to Parcel 2 will be provided by a driveway connection with the east side of Carmenita Road and two driveway connections located on the south side of Rosecrans Avenue. Lastly, 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.

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

- A Conditional Use Permit (CUP) 777 for the operation of the convenience store;

- A Tentative Parcel Map (TPM) 74163 to ensure the parcel map is consistent with the configuration of the proposed development;

- Development Plan Approval (DPA) 915 to allow for the construction of a new industrial building at 14114 Carmenita Road;

- Development Plan Approval (DPA) 916 to allow for the construction of a car wash and convenience store structure, and a new automobile service station at 13417 Rosecrans Avenue;

- Modification Permit (MOD) 1268 to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within the required landscape strip;

- Modification Permit (MOD) 1269 to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue; 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 and operation of various uses within two parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-feet) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-feet) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively. The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions. Key elements of the project are described further in Section 2.[1] The future development envisioned for the two parcels are referred to collectively as the *proposed project* unless otherwise noted.

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 and operation of the proposed buildings 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 Furuto Rubio and Associates, 1220 Date Street, Montebello, CA, 90640. Discretionary approvals required as part of the proposed project's implementation include the following:

- A Conditional Use Permit (CUP) 777 for the operation of the convenience store;
- A Tentative Parcel Map (TPM) 74163 to ensure the parcel map is consistent with the configuration of the proposed development;
- Development Plan Approval (DPA) 915 to allow for the construction of a new industrial building at 14114 Carmenita Road;
- Development Plan Approval (DPA) 916 to allow for the construction of a car wash and convenience store structure, and a new automobile service station at 13417 Rosecrans Avenue;
- Modification Permit (MOD) 1268 to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within the required landscape strip;

[1] Furuto Rubio & Associates. *Metric Threaded Products Site Plan.* Site plan dated August 15, 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).

- Modification Permit (MOD) 1269 to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue; and,

- Approval of the Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP).

As part of the proposed project's environmental review, the City of Santa Fe Springs has authorized the preparation of this Initial Study.[4] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Santa Fe Springs with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration (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:

Jimmy Wong, Contract Planner
City of Santa Fe Springs, Planning and Development Department
11710 East Telegraph Road
Santa Fe Springs, California 90670
562-868-0511 Ext. 7550

[4] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15050 .

[5] Ibid. Section 15060 (b).

1.2 INITIAL STUDY'S ORGANIZATION

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

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

1.3 INITIAL STUDY CHECKLIST

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

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) 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**		
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**

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) 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
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 & 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 (2013), 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

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 3.7 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 & 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	

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) 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
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 & 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 1-1
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 & 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**

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 3.15 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 & 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

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) 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

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 various uses within two separate parcels (herein referred to as *Parcel 1* and *Parcel 2*) on the northeast corner of Carmenita Road and Rosecrans Avenue. Parcel 1 is a 1.96-acre (86,134 square-feet) lot that will consist of a concrete tilt-up warehouse building. Parcel 2 is a 0.97-acre (42,234 square-feet) lot that will consist of an automated car wash, a convenience store, and a gasoline fueling station. The legal addresses of Parcel 1 and Parcel 2 are 14114 Carmenita Road and 13417 Rosecrans Avenue, respectively.

The warehouse building will consist of a single floor with a mezzanine and will have a total floor area of 44,593 square feet. The car wash and the convenience store will be one structure consisting of a single floor and will have a total floor area of 5,637 square feet. The gasoline fueling station will include six gasoline dispenser islands with 12 gasoline fueling positions.

Four truck doors will be located on the north-facing elevation of the warehouse building. Parking for the proposed project will be provided on surface parking areas and will include 73 parking stalls for Parcel 1 and 21 parking stalls for Parcel 2. Access to Parcel 1 will be provided by a single two-way driveway on the east side of Carmenita Road. Access to Parcel 2 will be provided by a driveway connection with the east side of Carmenita Road and two driveway connections located on the south side of Rosecrans Avenue. Lastly, 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.[6]

2.2 PROJECT LOCATION

The project site is located in the southern portion of the City, on the northeastern corner of Carmenita Road and Rosecrans 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 3.6 miles west of the project site) and the Puente Hills (located approximately 5.5 miles northeast of the project site).[7]

Regional access to Santa Fe Springs is possible from two area freeways: the Santa Ana Freeway (I-5) and the San Gabriel River Freeway (I-605). The I-5 Freeway traverses the City in an east-west orientation while the I-605 Freeway extends along the City's westerly side in a north-south orientation. 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 and a vicinity map is provided in Exhibit 2-3.

[6] Furuto Rubio & Associates. *Metric Threaded Products Site Plan.* Site plan dated August 15, 2016.

[7] Google Earth. Website accessed June 1, 2016.

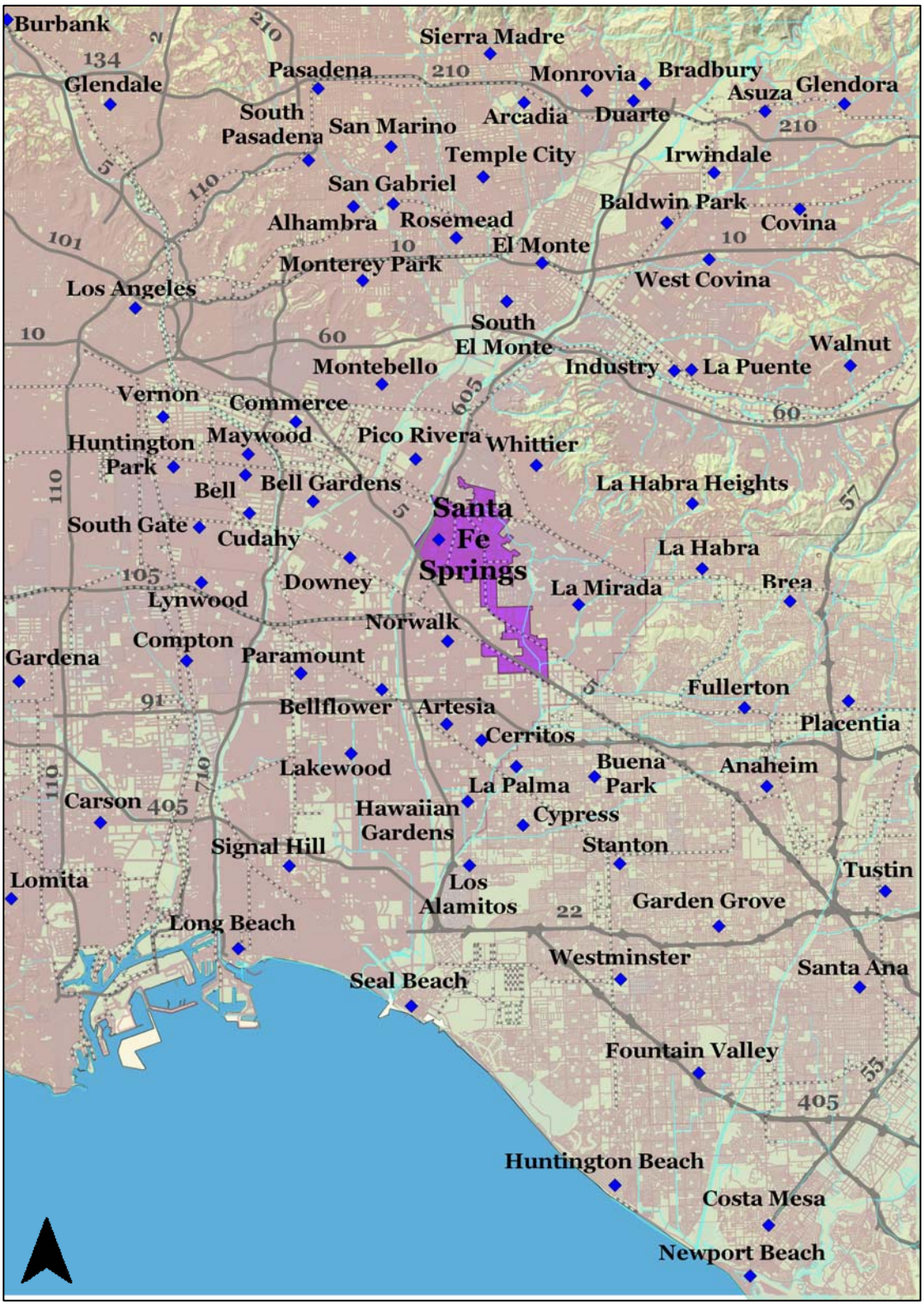


EXHIBIT 2-1
REGIONAL LOCATION MAP
SOURCE: QUANTUM GIS

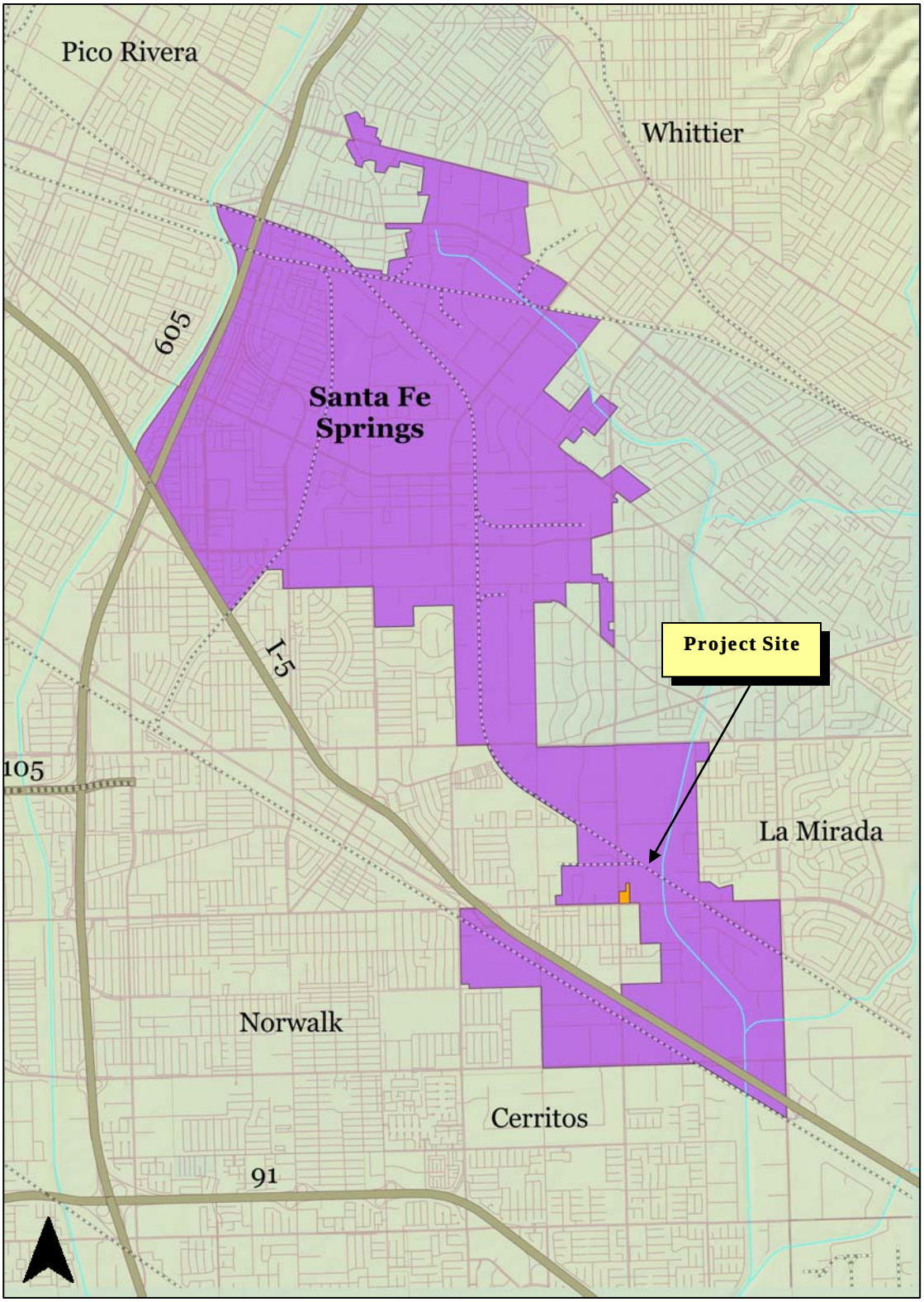


EXHIBIT 2-2
CITYWIDE MAP
SOURCE: QUANTUM GIS



EXHIBIT 2-3
LOCAL MAP
SOURCE: QUANTUM GIS

Vehicular access to the two parcels will be provided by four driveway connections. A single driveway connection with Carmenita Road will serve Parcel 1 (the warehouse building) while three driveways (one connection with the east side of Carmenita Road and two driveway connections with the north side of Rosecrans Avenue) will serve Parcel 2. The project site's Assessor's Parcel Numbers (APNs) applicable to the site are 8059-003-004, 8059-003-005, 8059-003-006, 8059-003-023, 8059-003-025, 8059-003-026, and 8059-003-027.[8] The legal address for the Parcel 1 (warehouse) development is 14114 Carmenita Road, and the address for the Parcel 2 (commercial) development is 13417 Rosecrans Avenue.

2.3 ENVIRONMENTAL SETTING

The larger project site that includes Parcels 1 and 2 is surrounded by industrial and commercial uses on all sides. An aerial photograph of the project site and the adjacent development is provided in Exhibit 2-4. Photographs of the project site are located in Exhibits 2-5 and 2-6. Surrounding land uses in the vicinity of the project site are listed below:[9]

- *North of the Project Site.* The area north of the project site is zoned M-1 (*Light Manufacturing)* and M-2 (*Heavy Manufacturing*) and is occupied by a mix of industrial development. Industrial uses located north of the project site include Robert's Liquid Disposal, Sparkle Water Management, and Western Pacific Alliance Co. Views of this area are provided in Exhibit 2-7.

- *South of the Project Site*. Rosecrans Avenue abuts the project site to the south and extends in an east-west orientation. The commercial uses south of Rosecrans Avenue are under the jurisdiction of the City of Norwalk. Commercial uses south of the project site include Burger King, Taco Bell, Moy's TV Repair, and Suppose U Drive Truck Rental and Leasing. An Arco gasoline fueling station and AMPM convenience store are located on the southwest corner of Rosecrans Avenue and Carmenita Road. Single-family homes are located 300 feet southwest the project site, south of the Arco and AMPM. Views of this area are provided in Exhibit 2-8.

- *East of the Project Site.* Commercial and industrial uses occupy frontage along Rosecrans Avenue, east of the project site. Uses include A-American Self Storage, Santa Fe Animal Hospital, and Huff Lumber Co. Views of this area are provided in Exhibit 2-9.

- *West of the Project Site*. Carmenita Road abuts the project site to the west and extends in a north-south orientation. Industrial and commercial uses located west of the project site include Southern California Edison, T-Shirt Mart, Sandwich Café, and California Box Co. Views of this area are provided in Exhibit 2-10.

[8] Furuto Rubio & Associates. *Metric Threaded Products Site Plan.* Site plan dated August 15, 2016.

[9] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 2016.



EXHIBIT 2-4
AERIAL PHOTOGRAPH
SOURCE: GOOGLE EARTH



View of project site, facing south



View of project site, facing east

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



View of commercial building on project site, facing northeast



View of project site, facing north

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



View of industrial uses north of the project site



View of project site and Carmenita Road, facing north

EXHIBIT 2-7
PHOTOGRAPHS OF USES NORTH OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



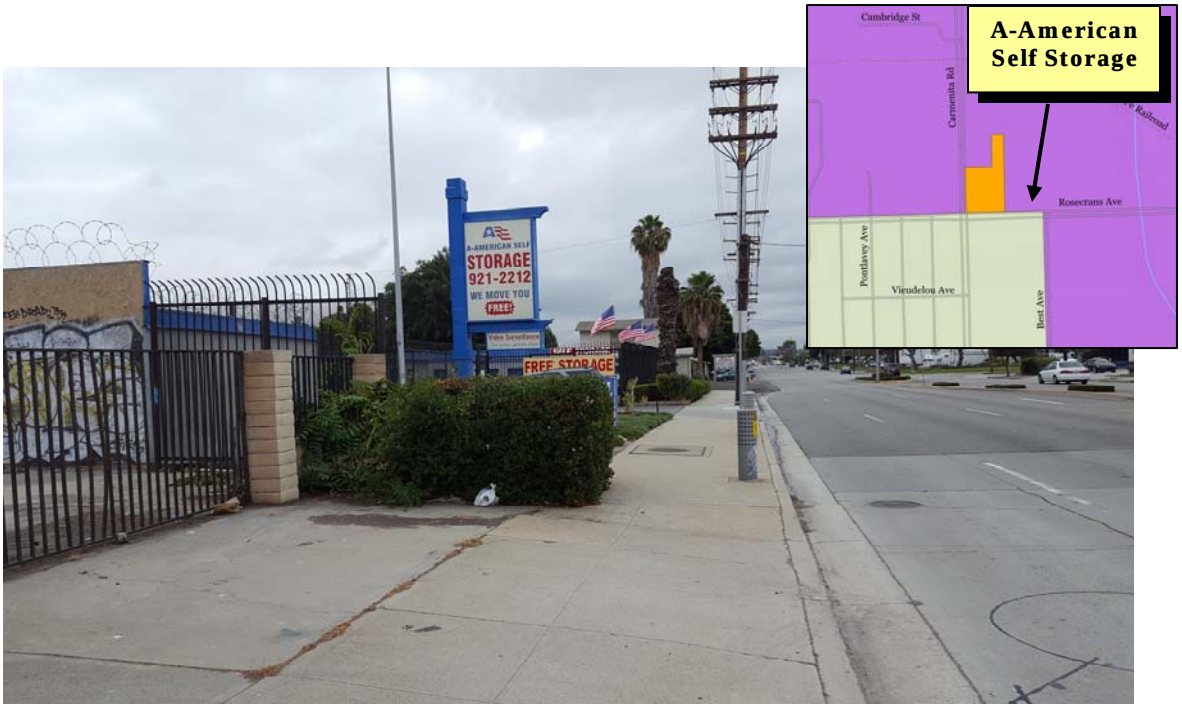
View of Burger King and Taco Bell restaurants, south of the project site



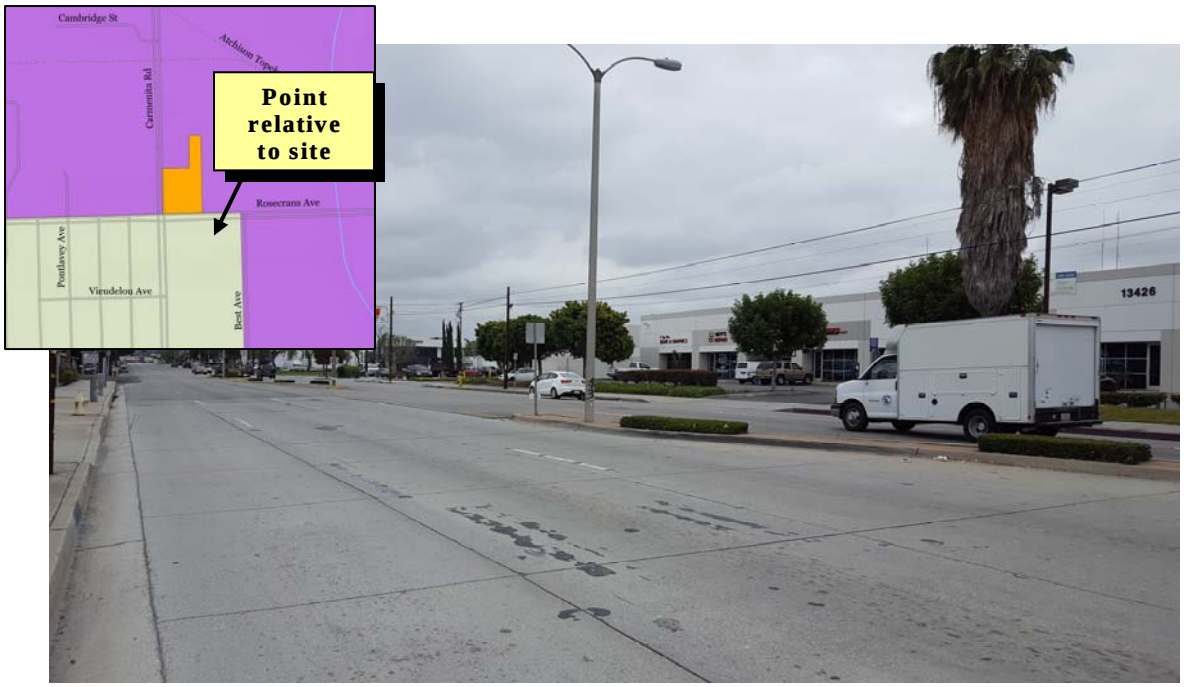
View of Arco gasoline station and AMPM convenience store, southwest of the project site

EXHIBIT 2-8
PHOTOGRAPHS OF USES SOUTH OF THE PROJECT SITE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of A-American Self Storage, east of the project site



View of commercial uses southeast of the project site

EXHIBIT 2-9
PHOTOGRAPHS OF USES EAST OF THE PROJECT SITE
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING



View of Southern California Edison, west of the project site



View of Southern California Edison and Rosecrans Avenue, facing west

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

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

Notable uses within the vicinity of the project site include Ramona School (located approximately 0.45 miles southwest of the project site), Ramona Park (located approximately 0.45 miles southwest of the project site), St. Linus School (located approximately 0.6 miles west of the project site), John H. Glenn High School (located approximately one half mile northwest of the project site), and Southeast Academy High School (located approximately 0.74 miles northwest of the project site). All aforementioned uses are located in the City of Norwalk.

Major roadways in the area include Carmenita Road, which abuts the project site to the west and extends in north-south orientation; Rosecrans Avenue, which abuts the project site to the south and extends in an east-west orientation; Imperial Highway, which is located approximately 0.9 miles north of the project site and extends in an east-west orientation; and Valley View Avenue, which is located approximately 0.95 miles to the east and extends in a north-south orientation. Additionally, an Atchison Topeka and Santa Fe Railroad right-of-way (ROW) is located approximately 765 feet northeast of the project site.[10] The project site is currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the project site consists of asphalt-paved surface parking areas.[11]

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will involve the construction of a warehouse building within a 1.96-acre lot (Parcel 1) and an automated car wash structure, a convenience store structure, and a gasoline fueling station within a 0.97-acre lot (Parcel 2). The proposed project will consist of the following elements:[12]

- *Warehouse Building Characteristics (Parcel 1).* Parcel 1 will include the new concrete tilt-up warehouse building that will have a total floor area of 44,593 square feet. The warehouse building will be located north of the car wash and convenience store structure that will be located in Parcel 2. The proposed warehouse building will consist of a single floor and will include 37,928 square feet of warehousing, 3,447 square feet of first floor office space, and 3,218 square feet of mezzanine office space. The warehouse building will have a maximum length of 214 feet and 8 inches, a maximum width of 212 feet and 5 inches, and a maximum height of 35 feet and 9 inches.

- *Car Wash and Convenience Store Structure Characteristics (Parcel 2).* The car wash and convenience store structure will be located within Parcel 2 and will have a total floor area of 5,637 square feet. The car wash and convenience store will be attached and will consist of a single floor. The car wash portion of the structure will have a total floor area of 2,638 square feet, a maximum length of 85 feet, a maximum width of 31 feet, and a maximum height of 21 feet. The convenience store will have a total floor area of 2,999 square feet, a maximum length of 65 feet and 10 inches, a maximum width of 46 feet, and a maximum height of 17 feet and 6 inches.

[10] Google Earth. Website accessed June 2, 2016.

[11] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 2016.

[12] Furuto Rubio & Associates. *Metric Threaded Products Site Plan.* Site plan dated August 15, 2016.

- *Gasoline Fueling Station Operational Characteristics (Parcel 2).* The gasoline sales and dispensing area will also be located within Parcel 2 and will serve as a major element of the commercial portion of the larger project. The gasoline fueling station will be located on the southwest corner of Parcel 2 along the Rosecrans Avenue frontage. The fueling station will feature six gasoline dispenser islands, with 12 gasoline fueling positions. The gasoline fueling area will be covered with a canopy of 78 feet in length and 24 feet, 6 inches in width.

- *Parking Characteristics and Truck Loading.* Parking for the proposed project will be provided by surface parking areas. Parcel 1 (the warehouse development) will be allotted 73 parking stalls: 55 standard stalls, 15 compact stalls, and three ADA stalls. The proposed warehouse building's north elevation will feature four truck doors and will include two grade-level truck doors and two dock high truck doors. Parcel 2 (the commercial development) will be allotted 21 parking stalls: seven standard stalls, one compact stall, two ADA stalls, and 11 car wash vacuum stalls.

- *Site Access.* Access to the entire development that includes the Parcel 1 (warehouse) development and the Parcel 2 (commercial) development will be provided by four driveway connections: two driveway connections along Carmenita Road and two driveway connections along Rosecrans Avenue. A single driveway connection with Carmenita Road will serve Parcel 1 (the warehouse building) while three driveways (one connection with the east side of Carmenita Road and two driveway connections with the south side of Rosecrans Avenue) will serve Parcel 2. The number of driveways will be reduced from 10 driveways to 4 driveways.

- *Landscaping.* Landscaping will be located throughout the project site and will total 11,344 square feet in area: 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2.

- *Other Improvements.* A new meandering, concrete sidewalk will be provided along the Carmenita Road and Rosecrans Avenue parkways. Lastly, two outdoor trash enclosures will be provided: Parcel 1 will be provided with a 323 square-foot trash enclosure, and Parcel 2 will be provided with a 113 square-foot trash enclosure.

The conceptual site plan is shown in Exhibit 2-11. Conceptual elevations are provided in Exhibits 2-12 through 2-15.

2.4.2 CONSTRUCTION CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project will take approximately 12 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 three new buildings and gasoline fueling station. During this phase, the foundations and other on-site improvements from the existing buildings (a commercial building, various metal structures, and a freestanding sign) will be demolished in order to accommodate the proposed project. Removal of landscaping also occurs during this time. This phase will require approximately two months to complete.

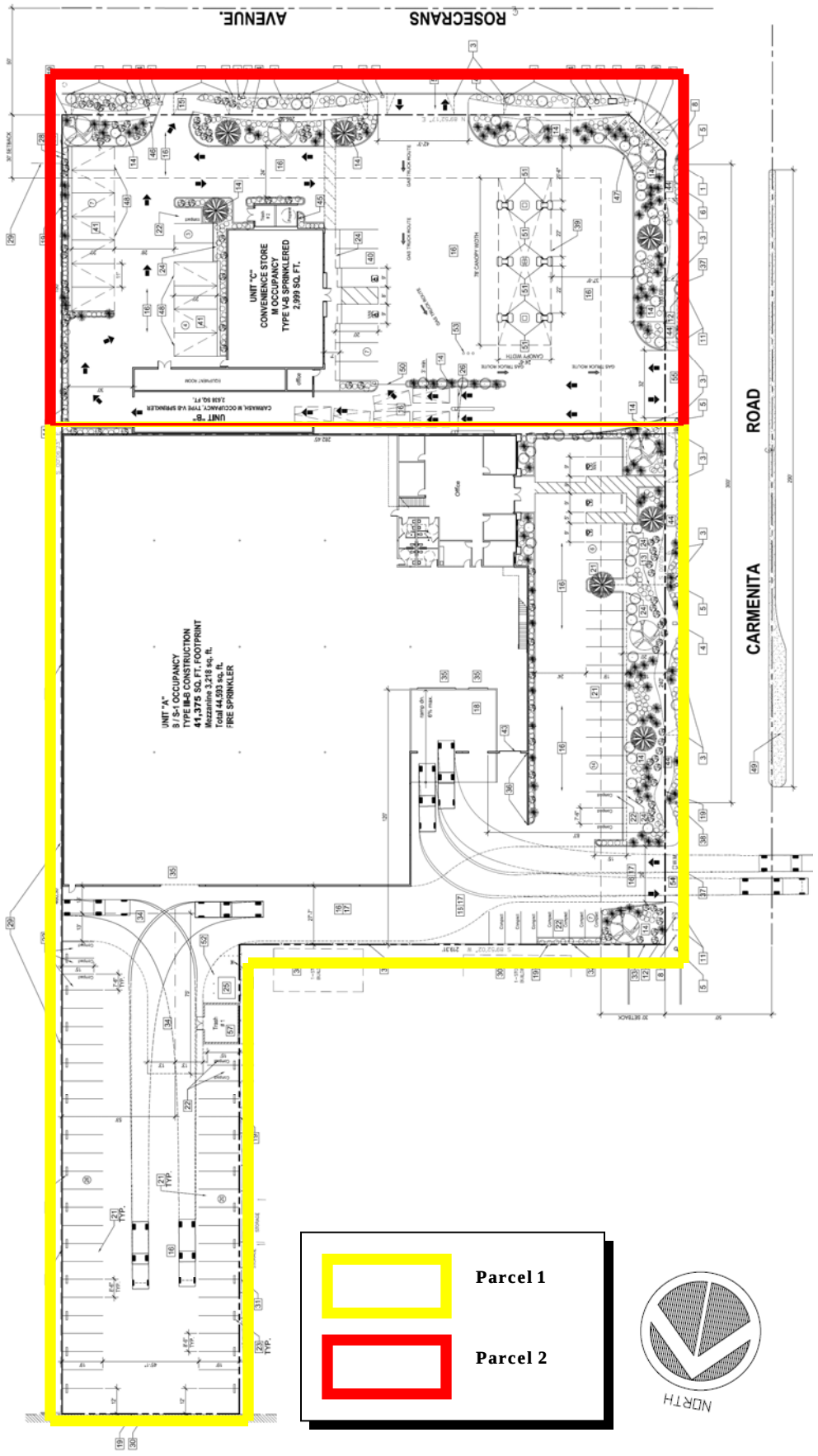


EXHIBIT 2-11
CONCEPTUAL SITE PLAN
SOURCE: FURUTO RUBIO AND ASSOCIATES

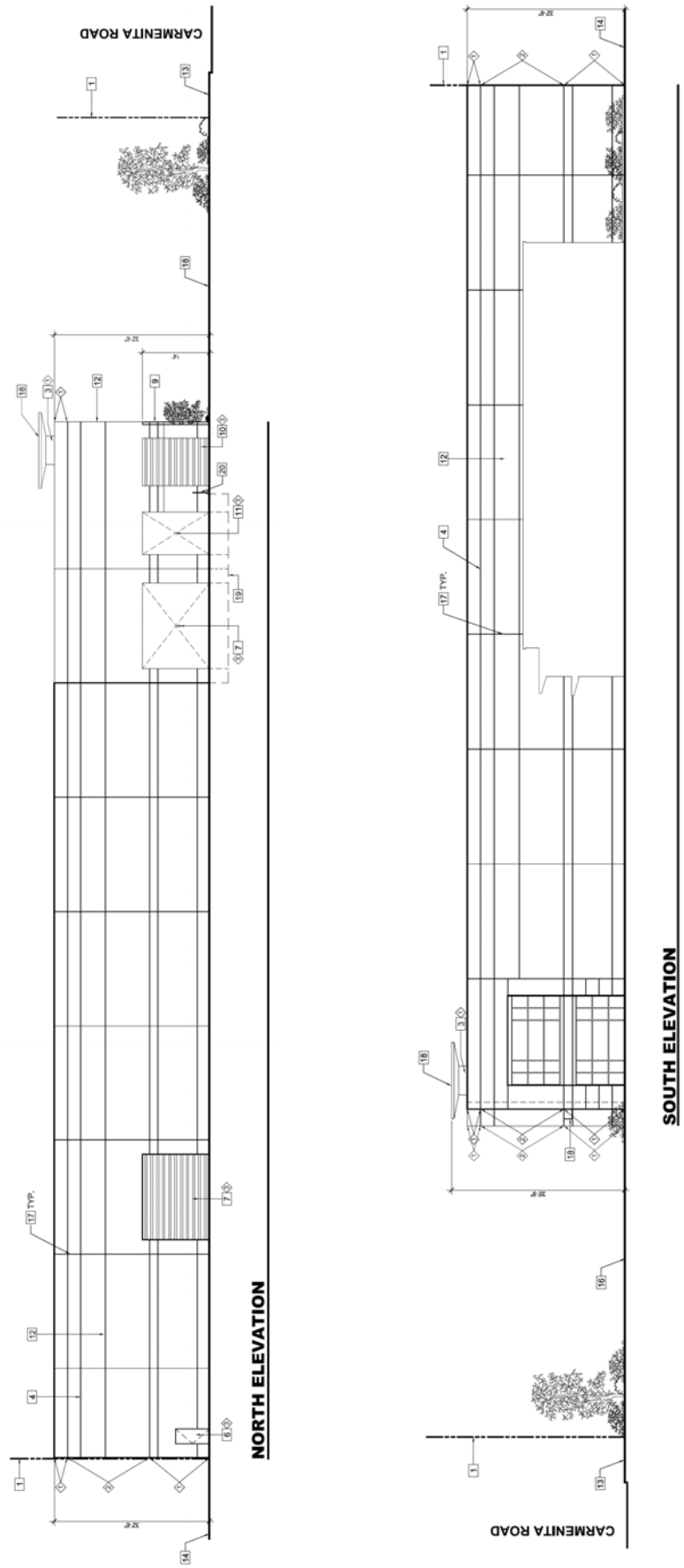


EXHIBIT 2-12
CONCEPTUAL BUILDING ELEVATIONS FOR UNIT A
SOURCE: FURUTO RUBIO AND ASSOCIATES

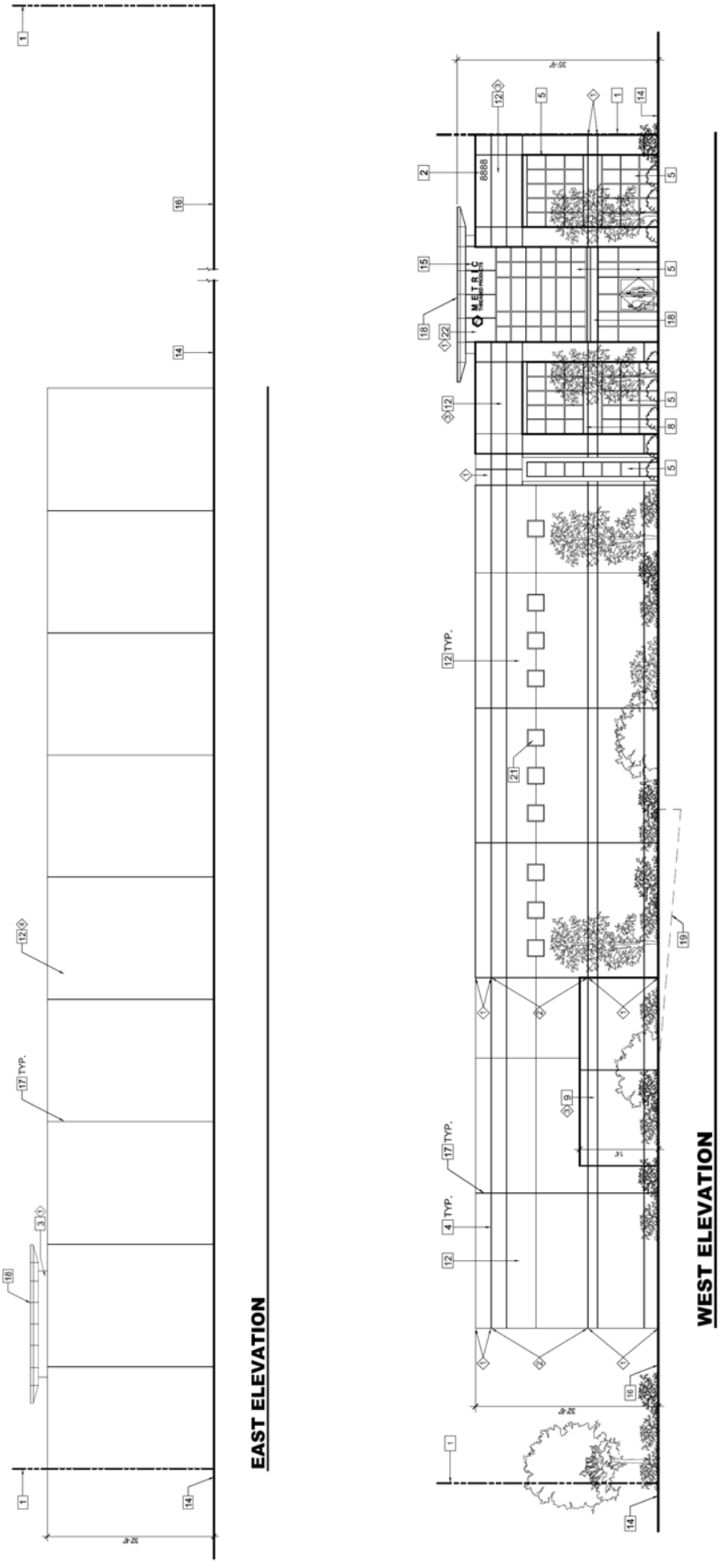


EXHIBIT 2-13
CONCEPTUAL BUILDING ELEVATIONS FOR UNIT A
SOURCE: FURUTO RUBIO AND ASSOCIATES

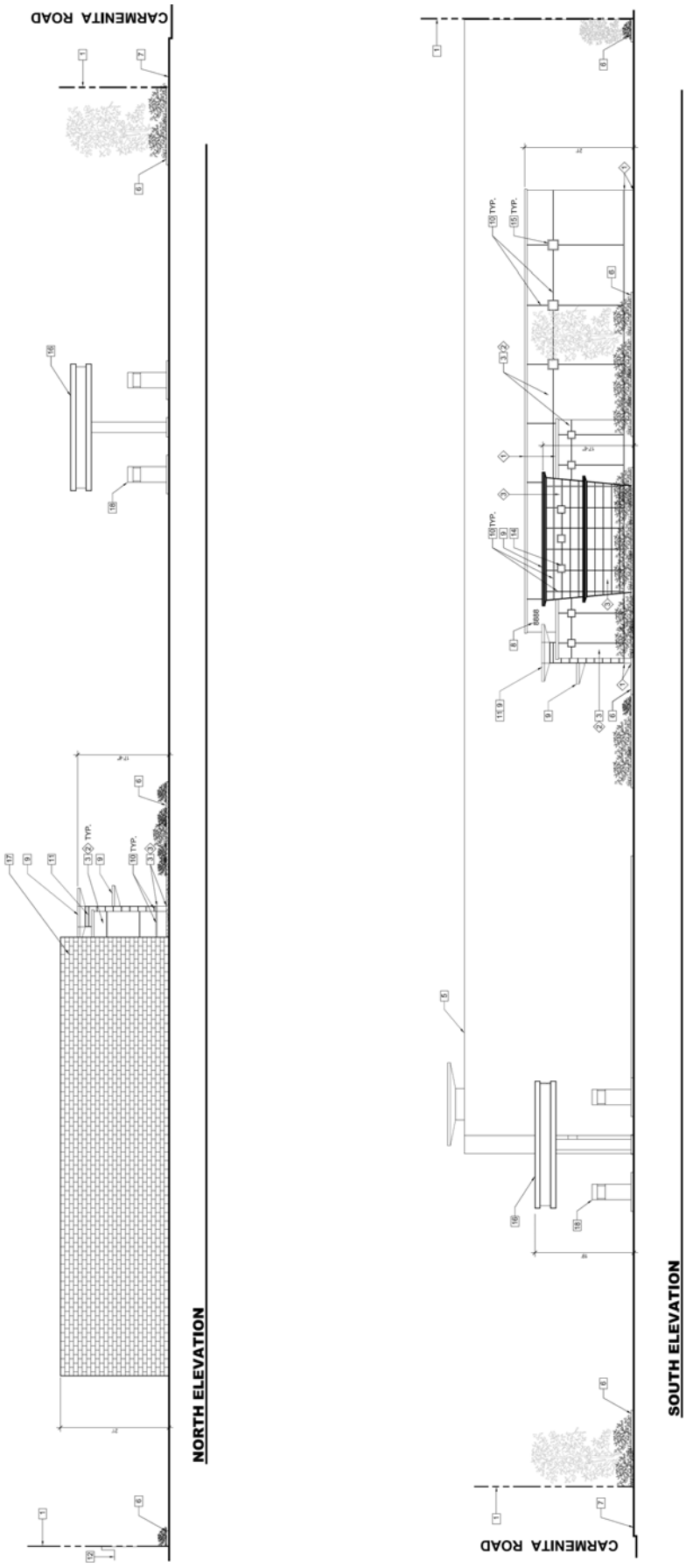


EXHIBIT 2-14
CONCEPTUAL BUILDING ELEVATIONS FOR UNITS B & C
SOURCE: FURUTO RUBIO AND ASSOCIATES

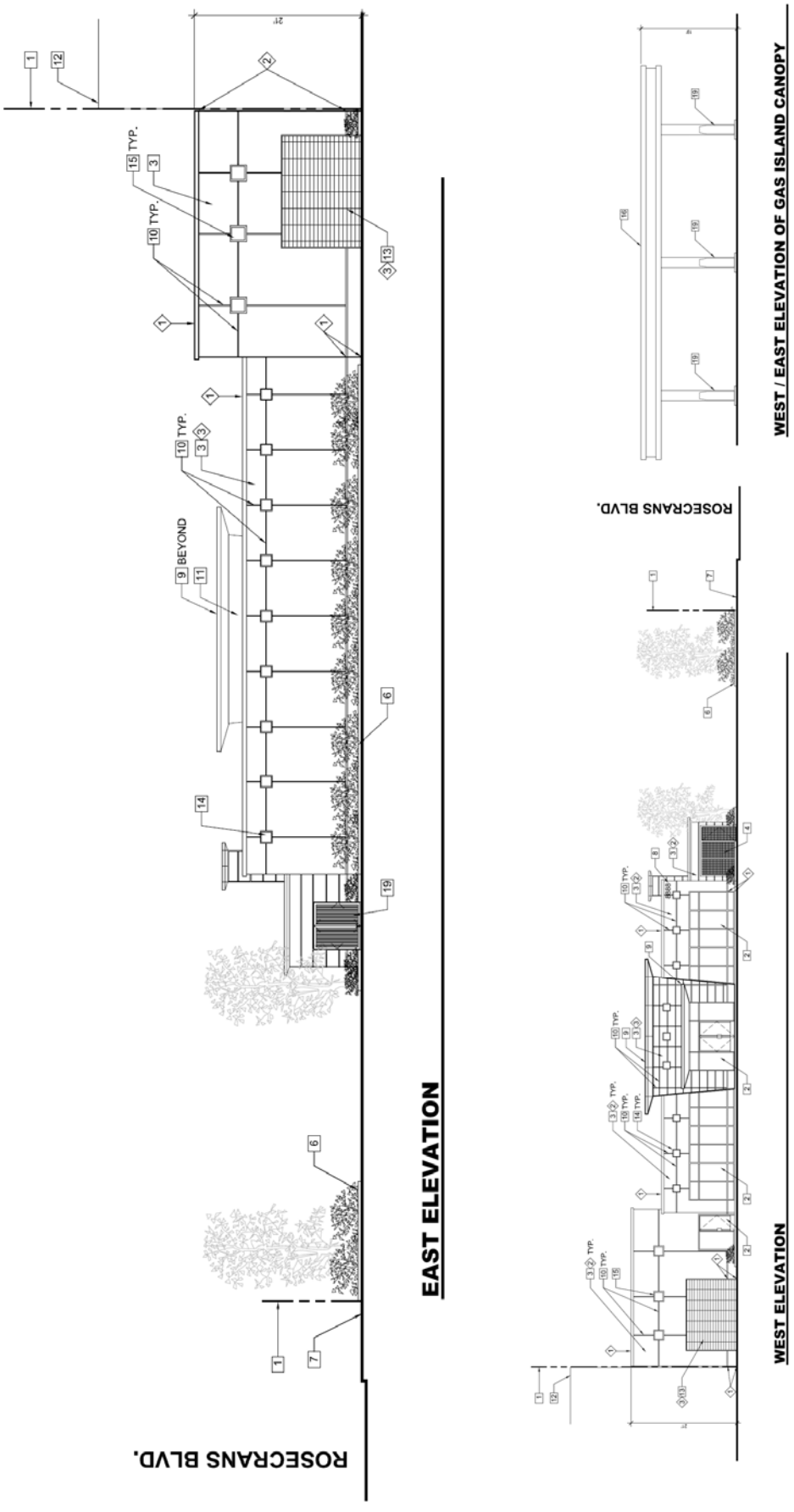


EXHIBIT 2-15
CONCEPTUAL BUILDING ELEVATIONS FOR UNITS B & C
SOURCE: FURUTO RUBIO AND ASSOCIATES

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

- *Construction.* The proposed project will be constructed during this phase. This phase will require approximately six months to complete.

- *Paving, Landscaping, and Finishing.* This phase will involve paving, the installation of the landscaping, and the completion of other on-site improvements. This phase will require approximately three months to complete.

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 Action 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:

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

- A Conditional Use Permit (CUP) 777 for the operation of the convenience store;

- A Tentative Parcel Map (TPM) 74163 to ensure the parcel map is consistent with the configuration of the proposed development;

- Development Plan Approval (DPA) 915 to allow for the construction of a new industrial building at 14114 Carmenita Road;

- Development Plan Approval (DPA) 916 to allow for the construction of a car wash and convenience store structure, and a new automobile service station at 13417 Rosecrans Avenue;

- Modification Permit (MOD) 1268 to allow: (1) a reduction in the overall required landscape area; and (2) the installation of a pedestrian pathway within the required landscape strip;

- Modification Permit (MOD) 1269 to allow: (1) a reduction in the overall required landscape area; and (2) a reduction to the width of the required landscaping strip along Carmenita Road and Rosecrans Avenue; and,

- Approval of the Mitigated Negative Declaration (MND) and 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 larger project site is currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the project site consists of asphalt-paved surface parking areas. The proposed project will involve the construction of a warehouse building within a 1.96-acre lot (Parcel 1) and an automated car wash structure, a convenience store structure, and a gasoline fueling station within a 0.97-acre lot (Parcel 2). The maximum height of the project will be reached by the warehouse building at 35 feet and 9 inches. Once complete, the proposed project will not negatively impact views of the Puente Hills and San Gabriel Mountains. Current development along both Carmenita Road and Rosecrans Avenue restricts views of the aforementioned scenic vistas. The nearest residential zone to the project site is located 300 feet southwest of the site, in the City of Norwalk. Furthermore, the project area is not within the residential neighborhood's line-of-sight. 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.

There are five smaller trees located in the parkway area on the south side of the project site which will not be impacted by the proposed project. New landscaping will be located throughout the project site and will total 11,344 square feet in area: 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2. There are neither rock outcroppings nor historic buildings located on-site.[13] According to the California Department of Transportation, neither Carmenita Road nor Rosecrans Avenue is designated as a scenic highway. Furthermore, there are no State or County

[13] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 2016.

designated scenic highways in the vicinity of the project site.[14] 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.

Once constructed, the proposed project will improve the overall appearance of the site and the surrounding areas. The existing dilapidated structures and deteriorating asphalt and concrete surfaces will be replaced by the new development. The proposed landscape plan will enhance the existing visual character of the site and its surroundings because extensive landscaping will be added, along with a new meandering concrete walkway and other decorative features.[15] As a result, no impacts will occur.

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.

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 and commercial area and there are no light sensitive receptors located in the immediate vicinity of the project site. The nearest light sensitive receptors are the single-family homes located 300 feet southwest of the project site, behind the Arco gas station and AMPM convenience store located on the southwest corner the Carmenita Road and Rosecrans Avenue intersection, in the City of Norwalk.[16] These sensitive receptors are not in the line-of-sight of the project site because the line-of-sight is obstructed by existing buildings. As a result, the impacts will be 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 Carmenita Road or Rosecrans Avenue, 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.

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

[15] Furuto Rubio & Associates. *Metric Threaded Products Site Plan.* Site plan dated August 15, 2016.

[16] Google Earth. Website accessed June 2, 2016.

3.2 AGRICULTURE & FORESTRY RESOURCES

3.2.1 THRESHOLDS OF SIGNIFICANCE

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

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance 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 currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the project site consists of asphalt-paved surface parking areas. The site's M-1 zoning designation permits agricultural uses, excluding dairies, stockyards, slaughter of animals, and manufacture of fertilizer; however, the project site contains no agricultural uses and/or activities.[17] A *Light Agriculture* zone (A-1) zone district is included in the City's zoning code though this land use designation is not applicable to either parcel. The proposed project will not result in a loss of land zoned for/or permitting agricultural uses will occur. As a result, no impacts will occur.

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.[18] As a result, no Williamson Act impacts will result.

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

[18] California Department of Conservation. *State of California Williamson Act Contract Land.* ftp://ftp.consrv.ca.gov/



EXHIBIT 3-1
AERIAL PHOTOGRAPH OF PROJECT AREA
SOURCE: GOOGLE EARTH

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.[19] As a result, no impacts on forest land or timber resources will result upon 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 located within an industrial and commercial area and constructed on a site which has been previously developed. 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 occur.

3.2.3 CUMULATIVE IMPACTS

The analysis determined that there are no agricultural or forestry resources in the project area and that the proposed project would not result in any significant impacts. As a result, no cumulative impacts 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.

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

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 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. 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).[20] 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:[21]

- *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.

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

[21] 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.

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.[22] 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.[23] A total of 54 new jobs will be created upon the implementation of the proposed project.[24] The number of new jobs for Parcel 1 (the warehouse component) assumes one new job for every 1,000 square feet of floor area. This translates into 44 employees. Parcel 2 (the car wash, convenience store and gasoline fueling station) employment assumes a maximum of ten employees for the convenience store (two employees on-site at all times). This figure assumes the car wash will be automated and the gasoline sales will be self-serve with the payment transactions occurring inside the convenience store or at the pump, using debit/credit cards. The total employment of 54 new jobs for the entire project 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 proposed project will involve the construction and operation of a warehouse building within a 1.96-acre lot (Parcel 1) and an automated car wash structure, a convenience store structure, and a gasoline fueling station within a 0.97-acre lot (Parcel 2). The project construction period is expected to last approximately 12 months (refer to Section 2.4.2) and would include demolition, site preparation, grading, construction of the proposed project, 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

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

[23] 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.

[24] Institute of Transportation Engineers, and the Environmental Protection Agency. Estimates were derived from these sources that were used to establish projected employment parking demand.

shown in Table 3-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds.

Table 3-1
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	2.72	26.59	20.87	0.02	1.61	1.50
Demolition (off-site)	0.05	0.06	0.76	--	0.15	0.04
Total Demolition	**2.77**	**26.65**	**21.63**	**0.02**	**1.76**	**1.54**
Site Preparation (on-site)	2.53	28.62	17.13	0.02	1.56	1.30
Site Preparation (off-site)	0.03	0.04	0.47	--	0.09	0.02
Total Site Preparation	**2.56**	**28.66**	**17.60**	**0.02**	**1.65**	**1.32**
Grading (on-site)	2.70	28.16	18.97	0.02	7.67	4.75
Grading (off-site)	0.04	0.05	0.59	--	0.11	0.03
Total Grading	**2.74**	**28.21**	**19.56**	**0.02**	**7.78**	**4.78**
Building Construction (on-site)	3.33	22.86	16.25	0.02	1.46	1.40
Building Construction (off-site)	0.24	1.27	3.43	--	0.51	0.15
Total Building Construction	**3.57**	**24.13**	**19.68**	**0.02**	**1.97**	**1.55**
Paving (on-site)	1.74	16.46	12.06	0.02	1.02	0.94
Paving (off-site)	0.06	0.07	0.88	--	0.17	0.05
Total Paving	**1.80**	**16.53**	**12.94**	**0.02**	**1.19**	**0.99**
Architectural Coatings (on-site)	28.01	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	**28.04**	**2.22**	**2.28**	**--**	**0.25**	**0.19**
Maximum Daily Emissions	**28.04**	**28.66**	**21.63**	**0.03**	**7.78**	**4.78**
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 on the following page 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)	2.07	--	0.01	--	--	--
Energy (lbs/day)	0.03	0.24	0.20	--	0.02	0.02
Mobile (lbs/day)	11.79	16.77	77.55	0.14	9.09	2.57
Total (lbs/day)	13.88	17.01	77.77	0.14	9.11	2.59
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:

- The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during the use of equipment on unpaved surfaces. The contractors will be responsible for being familiar with, and implementing any pertinent best available control measures.

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

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

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. The SCAB is non-attainment for ozone and particulates. The proposed project's implementation will result in minimal construction-related emissions (refer to the discussion provided in the previous section). Operational emissions will be limited to vehicular and truck traffic 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 deemed to be less than significant.

D. Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant 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.[25] 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 300 feet southwest of the project site in the City of Norwalk.[26] 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 100 meters, since the nearest sensitive receptors are located approximately 91 meters (300 feet) southwest 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	28.66	Construction	172	165	**176**	194	244
NO_x	17.01	Operations	172	165	**176**	194	244
CO	21.64	Construction	1,480	1,855	**2,437**	3,897	9,312
CO	77.77	Operations	1,480	1,855	**2,437**	3,897	9,312
PM_{10}	9.11	Operations	4	10	**16**	23	49
PM_{10}	7.78	Construction	7	21	**39**	74	182
$PM_{2.5}$	2.59	Operations	2	3	**4**	8	25
$PM_{2.5}$	4.78	Construction	7	10	**18**	39	120

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

[26] Google Earth. Website accessed June 2, 2016.

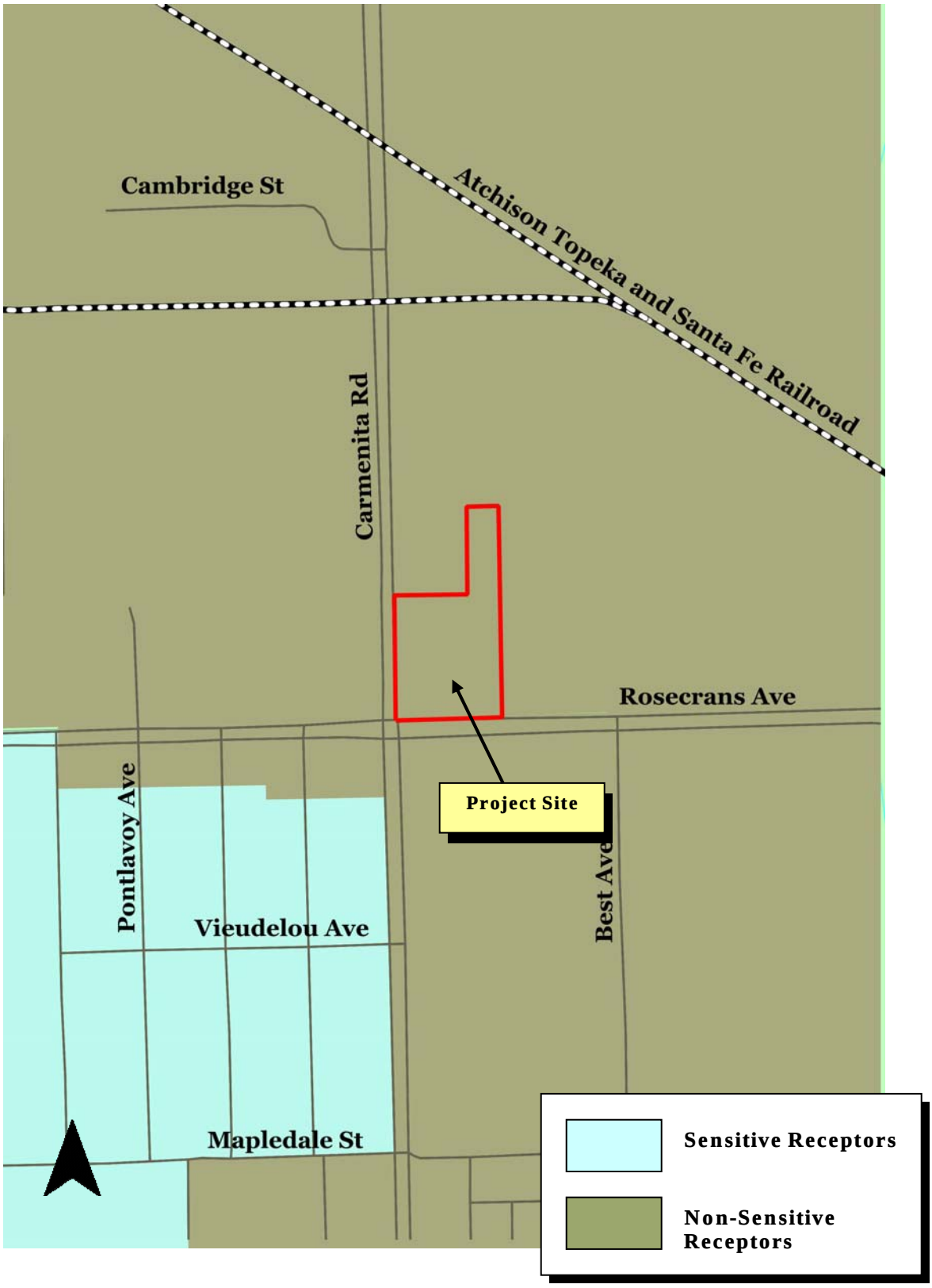


EXHIBIT 3-2
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

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).[27]

The SCAQMD stated in its CEQA Handbook that a CO hot-spot 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 13,378 daily trips, with 1,239 trips occurring during the AM peak hour, and 1,157 trips occurring during the PM peak hour. This additional peak hour traffic will not significantly degrade any local intersection's level of service (refer to Section 3.16). In addition, project-generated traffic will not result in the creation of a carbon monoxide hot-spot. As a result, less than significant 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.[28] As designed, the proposed project will have general warehousing and commercial uses that do not involve any of the aforementioned activities. Given the nature of the proposed uses, 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 mitigation 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 and long-term construction emissions will be well below thresholds that are considered to represent a significant adverse impact with the adoption of the appropriate mitigation measures.

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

[28] 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. 1 (Air Quality). The Applicant shall ensure that the building contractors must adhere to all pertinent provisions of Rule 403 pertaining to the generation of fugitive dust during 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. 2 (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 entire 2.93-acre project site that will include both the Parcel 1 (warehouse) development and the Parcel 2 (commercial) development is currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the larger project site consists of asphalt-paved surface parking areas. 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).[29] These species include:

- *California Gnatcatcher.* This bird species is not likely to be found on-site due to the existing development and the absence of coastal sage scrub, the bird's primary habitat.[30]

- *Least Bell's Vireo.* This bird species lives in a riparian habitat, with a majority of the species living in San Diego County.[31] As a result, it is not likely that this species will be encountered in the project area.

- *Santa Ana Sucker.* This species of fish will not be found on-site because the Santa Ana sucker is a fish and there are no bodies of water present on-site.

- *Bank Swallow.* This species of bird lives in a riparian habitat and nests along rivers or streams. It is not likely that the bank swallow will be found on the project site.[32]

- *Willow Flycatcher.* 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.[33]

- *Western Yellow-Billed Cuckoo.* This bird species is an insect-eating bird found in riparian woodland habitats. Due to the project area's level of development and lack of riparian habitat, this species is not likely to be found on-site.[34]

- *California Orcutt Grass.* This species is found near vernal pools throughout Los Angeles, Riverside, and San Diego Counties.[35] There are no bodies of water located on-site nor does the site have the capacity to form vernal pools during wet seasons.

The proposed project will not have an 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.

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

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

[31] 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.

[32] 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.

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

[34] 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.

[35] 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.*

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.

Due to the level of development on-site and in the surrounding area, the project site does not offer a suitable habitat for 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 2.45 miles southeast of the project site in the City of La Mirada, near the intersection of Trojan Way and Interstate 5. In addition, there are no designated "blue line streams" located within the project site (refer to Exhibit 3-3).[36] This conclusion is supported by the field survey of the project site and the surrounding area.[37] 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 area does not contain any natural wetland and/or riparian habitat. The project's implementation will require the demolition of the existing buildings and the removal of the on-site hardscape. The vegetation currently on-site is not typically found in a wetland environment is limited to five trees, several shrubs, and ruderal vegetation. The project area and adjacent developed properties do not contain any natural wetland and/or riparian habitat (refer to Exhibit 3-3). The project area is located in the midst of an urban setting and a result, the proposed development 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 entire 2.93-acre project site that will include both the Parcel 1 (warehouse) development and the Parcel 2 (commercial) development has been disturbed as part of the previous development. As a result, no native habitat remains. The project site has no utility as a wildlife migration corridor because the site is located in the midst of an urban area and is not located near a body of water. In addition, the project site abuts highly traveled roadways (Carmenita Road and Rosecrans Avenue) and is exposed to noise generated from vehicular traffic. The aforementioned conditions restrict the site's utility as a migration corridor. 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 will occur.

[36] 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.

[37] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 2016.



EXHIBIT 3-3
BIOLOGICAL RESOURCES - LAND COVER
SOURCE: GOOGLE EARTH

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). Both parcels that comprise the project site are presently covered in impervious surfaces with no landscaping present. There are five smaller trees located along the Rosecrans Avenue frontage (within the parkway) that will not be affected by the project. As part of the development, extensive landscaping will be provided along the parkway areas that have frontage along both Rosecrans Avenue and Carmenita Road. In addition, landscaping will be provided in the interior portions of the project and the parking areas and next to the buildings. Landscaping will be located throughout the project site and will total 11,344 square feet in area: 5,265 square feet will be dedicated for landscaping on Parcel 1, and 6,079 square feet will be dedicated for landscaping on Parcel 2. 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 5.5 miles northeast from the project site.[38] 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.

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.

[38] Google Earth. Website accessed May 16, 2016.

3.5 CULTURAL RESOURCES

3.5.1 THRESHOLDS OF SIGNIFICANCE

According to the City of Santa Fe Springs, acting as Lead Agency, a project would be deemed to 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.[39] 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,

[39] 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.[40]

The entire 2.93-acre project site that will include both the Parcel 1 (warehouse) development and the Parcel 2 (commercial) development has been disturbed as part of the previous development. 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. 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.[41] 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.

[40] U. S. Department of the Interior, National Park Service. *National Register of Historic Places*. http://focus.nps.gov/nrhp. Website accessed May 16, 2016.

[41] 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.

Currently, the project site is occupied by vacant dilapidated commercial structures and do 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.[42] 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).[43] 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. The Gabrieleño tribe has lived in this region for around 7,000 years.[44] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[45] 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

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

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

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

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

the San Gabriel River.[46] 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. As a result, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor 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 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 with Mitigation

As indicated previously, the project site has undergone disturbance as part of previous development. The site's development, building demolition, and subsequent remediation activities have resulted in a substantial amount of ground disturbance. For this reason, the likelihood of discovering near surface paleontological resources is considered remote. In addition, the upper sediments that underlie the project area consist of younger Quaternary Alluvium, which has a low paleontological sensitivity. These younger sediments, however, overlie Older Quaternary Alluvium which is considered to be sensitive.[47]

Review of the paleontological records at the Natural History Museum of Los Angeles County (NHMLAC) indicates there is a possibility that fossils may be encountered within these older deposits. In addition, the underlying bedrock consists of tertiary-aged shales, which may also contain marine fossils. According to the NHMLAC, no fossils have been recorded in the immediate area though paleontological resources have been recovered from sites in neighboring cities.[48] The likelihood of the discovery of such materials will increase where the excavations will extend into the Older Quaternary Alluvium. Given the proximity of past fossil discoveries in the surrounding area and the underlying alluvial fan deposits, the project site is moderately to highly sensitive for supporting paleontological resources. In the event that intact paleontological resources are located within the project site, ground-disturbing activities associated with construction activities (such as grading and excavation), have the potential for destroying a unique

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

[47] Los Angeles, City of. *L.A. CEQA Thresholds Guide. Section D.1 Paleontological Resources.* http://www.environmentla.org/programs/Thresholds/D-Cultural. Website accessed October 4, 2016

[48] Ibid.

paleontological resource or site. In the absence of mitigation, the potential damage to paleontological resources or sites during construction would be a potentially significant impact. Therefore, the following mitigation is required:

- Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

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

D. Would the project disturb any human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites? ● Less than Significant Impact.

No formal cemeteries are located within the project site or in the vicinity of the project site. The nearest cemetery to the site is Olive Lawn Memorial Park and it is located two miles east of the project site in the City of La Mirada.[49] The proposed project will be restricted to the designated project site and will not affect the aforementioned cemetery. In addition, the proposed construction is not anticipated 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. Furthermore, the mitigation measure discussed in Section 3.5.2.B will reduce potential impacts to levels that are less than significant. 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. Due to the minor level of grading and the current level of development, the proposed project is not anticipated to disturb human remains and as a result, the impacts are less than significant.

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 significant 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. 3 (Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor 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)

[49] Google Earth. Website accessed May 16, 2016.

must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. 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.

Mitigation Measure No. 4 (Cultural Resources). Prior to commencement of any grading activity on site, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the City's Development Services Director, or designee. The qualified paleontologist shall be on-site during grading and other significant ground disturbance activities that impact Pleistocene alluvial deposits, which could occur at depths below six feet. The monitoring shall apply to the areas of the site where excavation shall extend at depths of six feet or more.

3.6 GEOLOGY & 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 any of 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.[50]

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

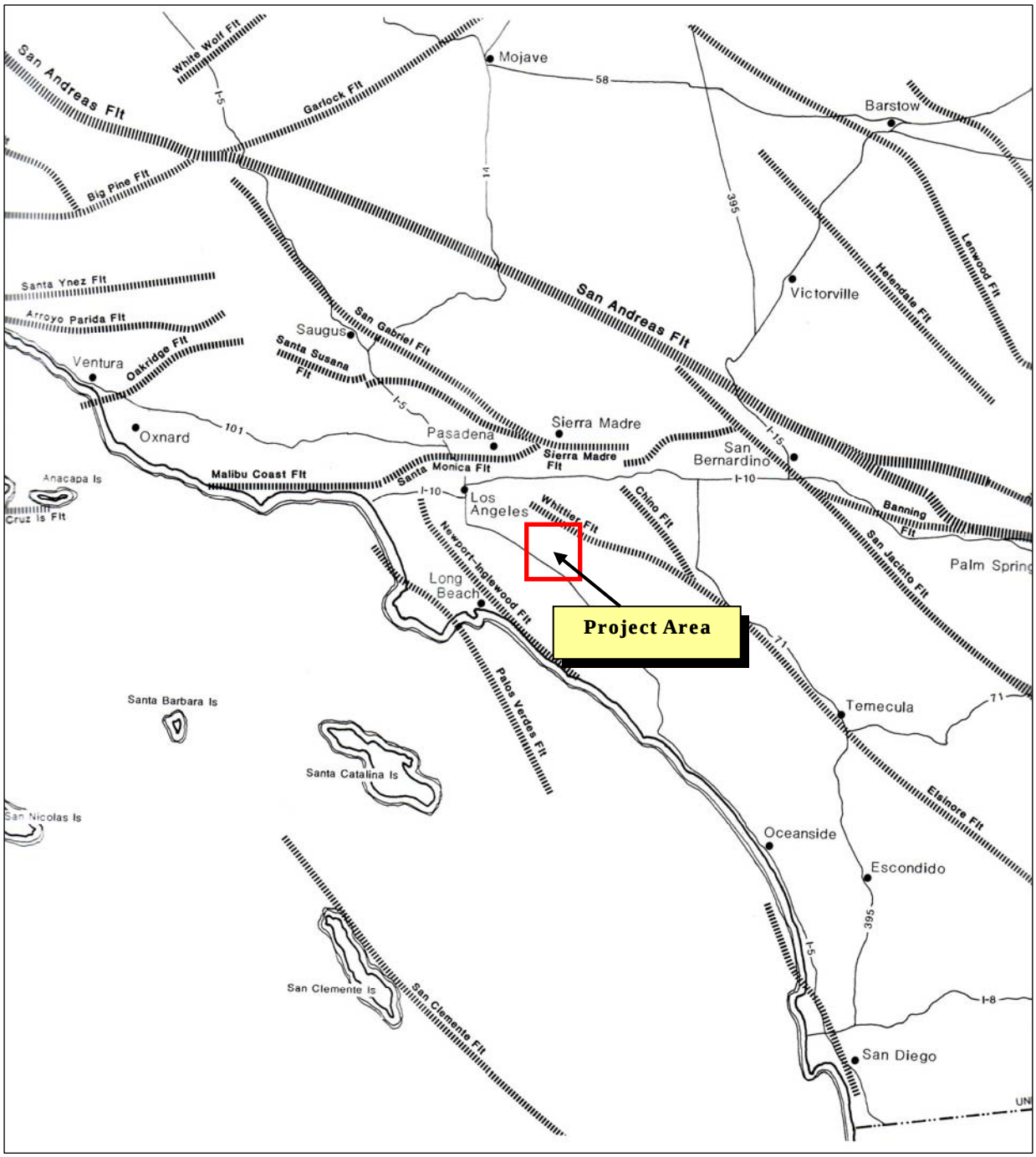


EXHIBIT 3-4
FAULTS IN THE SOUTHERN CALIFORNIA AREA
SOURCE: UNITED STATES GEOLOGICAL SURVEY

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.[51] 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.[52] However, the project site is located between the Whittier Fault and the Newport-Inglewood Fault.

The project site is located in an area that is at an elevated risk for liquefaction (refer to Exhibit 3-5).[53] According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity. The risk of liquefaction is no greater for the project site than the rest of the City since the entire City is located within a liquefaction zone.

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.

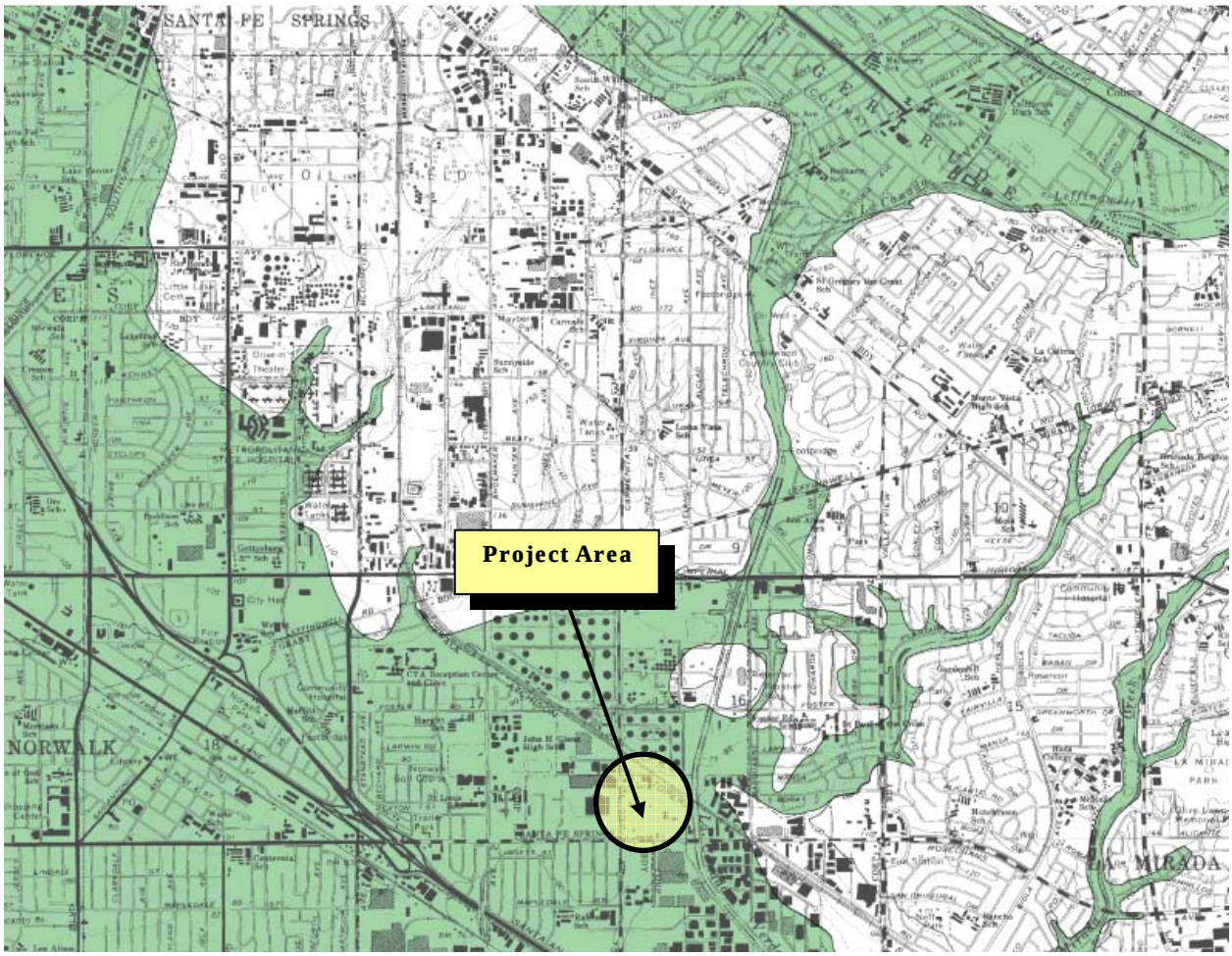
According to the soil maps prepared for Los Angeles County by the United States Department of Agriculture, the project site is underlain with soils of the Hanford association. In addition, the United States Department of Agriculture classifies soils based on their limitations or hazard risk. The Hanford soils association was placed into Class II, which are soils described as having some limitations.[54] Hanford soils are at a slight risk for erosion; however, the project site was formerly developed and the underlying soils were disturbed in order to facilitate previous construction activities. In addition, Hanford soils are described as being used almost exclusively for urban development, as evident by the current level of development present within the project site and surrounding areas. The site is and will continue to be level, and no soil erosion impacts will occur.

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

[52] 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

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

[54] 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 3-5
LIQUEFACTION RISK
SOURCE: CALIFORNIA GEOLOGICAL SURVEY

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

Soils of the Hanford association underlie the project site and immediate area. According to the United States Department of Agriculture, Hanford soils are used almost exclusively for urban development.[55] The surrounding area is relatively level and is at no risk for landslides (refer to Exhibit 3-5). Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. Liquefaction induced lateral spreading will not affect the new buildings proposed for either Parcel 1 or Parcel 2 since all new construction will be constructed with the strict adherence to the most pertinent State and City building codes.

The project site is not prone to subsidence. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink.[56] The soils that underlie the project site are not prone to shrinking and swelling (refer to section 3.6.2.D), thus no impacts related to unstable soils and subsidence are expected. Grading and other construction activities are not expected to reach the depths required to encounter groundwater (groundwater was detected between 25 to 30 feet below ground surface).[57] In addition, the project will be required to be connected to the City's water lines; therefore, the project's operation will not utilize groundwater supplies below the site. The site is located in an area that is subject to liquefaction; however, since the surrounding areas and cities are located in a liquefaction zone, the effects are expected to be less than significant with conformance with the most stringent building standards.

D. Would the project result in, or expose people to, potential impacts including location on expansive soil, as defined in California Building Code (2013), creating substantial risks to life or property? ● No Impact.

The soils that underlie the project site are not prone to shrinking and swelling. Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[58] According to the United States Department of Agriculture (USDA), clay is not present in the composition of Hanford Soils Association.[59] As a result, no impacts related to expansive soils are anticipated.

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

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

[57] SCS Engineers. *Phase II Soil Vapor Investigation Report 7540/7548 Rosecrans Avenue, Paramount, California 90723*. Report dated February 11, 2016.

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

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

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.

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.[60] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

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

The proposed project will involve the construction and operation of a warehouse building within a 1.96-acre lot (Parcel 1) and an automated car wash structure, a convenience store structure, and a gasoline fueling station within a 0.97-acre lot (Parcel 2). The proposed project involves the construction of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline

[60] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

station on Parcel 2. The SCAQMD has established a number of CEQA thresholds for significant GHG thresholds though only one for industrial development is a quantified threshold. This single quantified threshold is 10,000 metric tons of CO_2E ($MTCO_2E$) per year for industrial projects. As indicated in Table 3-5, the CO_2E total for the project is 12,067.95 pounds per day or 5.47 $MTCO_2E$, which is below the threshold. The SCAQMD has recommended several GHG thresholds of significance. These thresholds include 1,400 metric tons per year of CO_2E 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 1,996.55 $MTCO_2E$. As a result, the impacts are under the recommended thresholds. Therefore, the project's GHG impacts are less than significant. This figure does not take into account the implementation of LID requirements (drought tolerant landscaping, water efficient appliances, and energy efficient appliances) and compliance to TDM requirements. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. The project is also an infill development that will serve the local market.

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	2,439.44	0.74	--	2,455.13
Construction Phase - Grading	2,104.57	0.64	--	2,118.12
Construction Phase - Construction	2,334.85	0.52	--	2,345.75
Construction Phase - Paving	1,777.47	0.53	--	1,788.70
Construction Phase - Coatings	281.45	0.03	--	282.07
Long-term Area Emissions	0.03	--	--	0.03
Long-term Energy Emissions	288.00	--	--	289.75
Long-term Mobile Emissions	11,767.93	0.49	--	11,778.16
Total Long-term Emissions	**12,055.96**	**0.49**	**--**	**12,067.95**

Source: CalEEMod.

The State of California Office of Planning Research (OPR) identified a number of measures and programs that would be effective in reducing GHG emissions. These programs and measures are identified on the next page in Table 3-6. The proposed project's conformity with these measures is summarized in the Table. The great majority of the measures identified will be effective in reducing the overall GHG below the quantities identified previously in Table 3-5.

Table 3-6
Project Conformity with GHG Mitigation Identified by the State Office of Planning Research

Attorney General's Recommended Measures	Project Applicability/Compliance
Land Use & Transportation: Implement land use strategies to encourage jobs/housing proximity, promote transit-oriented development, and encourage high density development along transit corridors. Encourage compact, mixed-use projects, forming urban villages designed to maximize affordable housing and encourage walking, bicycling and the use of public transit systems.	**Compliant.** The proposed project conforms to this policy/program.
Land Use & Transportation: Encourage infill, redevelopment, and higher density development, whether in incorporated or unincorporated settings	**Compliant.** The proposed project conforms to this policy/program.
Land Use & Transportation: Encourage new developments to integrate housing, civic and retail amenities (jobs, schools, parks, shopping opportunities) to help reduce VMT resulting from discretionary automobile trips.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Land Use & Transportation: Apply advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Land Use & Transportation: Incorporate features into project design that would accommodate the supply of frequent, reliable and convenient public transit.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Land Use & Transportation: Implement street improvements that are designed to relieve pressure on a region's most congested roadways and intersections.	**Compliant.** The proposed project conforms to this policy/program.
Land Use & Transportation: Limit idling time for commercial vehicles, including delivery and construction vehicles.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Urban Forestry: Plant trees and vegetation near structures to shade buildings and reduce energy requirements for heating/cooling.	**Compliant.** The proposed project conforms to this policy/program.
Urban Forestry: Preserve or replace onsite trees (that are removed due to development) as a means of providing carbon storage.	**Compliant.** The proposed project conforms to this policy/program.
Urban Forestry: Encourage public and private construction of LEED (Leadership in Energy and Environmental Design) certified (or equivalent) buildings.	**Compliant.** The proposed project conforms to this policy/program.
Energy Conservation Policies & Actions: Recognize and promote energy saving measures beyond Title 24 requirements for residential and commercial projects.	**Compliant.** The proposed project conforms to this policy/program.
Energy Conservation Policies & Actions: Where feasible, include in new buildings facilities to support the use of low/zero carbon fueled vehicles, such as the charging of electric vehicles from green electricity sources.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Offer rebates and low-interest loans to residents that make energy-saving improvements on their homes.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Purchase Energy Star equipment and appliances for public agency use.	**Compliant.** The proposed project conforms to this policy/program.
Energy Conservation Policies & Actions: Incorporate on-site renewable energy production, including installation of photovoltaic cells or other solar options.	**Not Applicable.** The program/policy is not applicable to the proposed project.

Table 3-6 (continued)
Project Conformity with GHG Mitigation Identified by the State Office of Planning Research

Recommended Measures	Project Applicability/Compliance
Energy Conservation Policies & Actions: Execute an Energy Savings Performance Contract with a private entity to retrofit public buildings. This type of contract allows the private entity to fund all energy improvements in exchange for a share of the energy savings over a period of time.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Design, build, and operate schools that meet the Collaborative for High Performance Schools (CHPS) best practices.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Retrofit municipal water and wastewater systems with energy efficient motors, pumps and other equipment, and recover wastewater treatment methane for energy production.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Educate the public, schools, other jurisdictions, professional associations, business and industry about reducing GHG emissions.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Convert landfill gas into energy sources for use in fueling vehicles, operating equipment, and heating buildings.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Purchase government vehicles and buses that use alternatives fuels or technology, such as electric hybrids, biodiesel, and ethanol. Where feasible, require fleet vehicles to be low emission vehicles. Promote the use of these vehicles in the general community.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Offer government incentives to private businesses for developing buildings with energy and water efficient features and recycled materials. The incentives can include expedited plan checks and reduced permit fees.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Energy Conservation Policies & Actions: Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Offer government employees financial incentives to carpool, use public transportation, or use other modes of travel for daily commutes.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Encourage large businesses to develop commute trip reduction plans that encourage employees who commute alone to consider alternative transportation modes.	**Compliant.** The proposed project conforms to this policy/program.
Programs to Reduce VMTs: Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Create an online ridesharing program that matches potential carpoolers immediately through email.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce VMTs: Develop a Safe Routes to School program that allows and promotes bicycling and walking to school.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Create incentives to increase recycling and reduce generation of solid waste by residential users.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Implement a Construction and Demolition Waste Recycling Ordinance to reduce the solid waste created by new development.	**Not Applicable.** The program/policy is not applicable to the proposed project.
Programs to Reduce Solid Waste: Add residential/commercial food waste collection to existing greenwaste collection programs.	**Not Applicable.** The program/policy is not applicable to the proposed project.

Source: California Office of Planning and Research, Technical Advisory. June 19, 2008.

Given the proposed project's conformity with a large number of programs and measures identified by the OPR as being effective in reducing GHG emissions, the impacts will be less than significant.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant.

AB 32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28 percent reduction in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.[61] The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. 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 are anticipated.

Table 3-7 identifies which CARB Recommended Actions applies to the proposed project. Of the 39 measures identified, those that would be considered to be applicable to the proposed project would primarily be those actions related to electricity, natural gas use, water conservation, and waste management. A discussion of each applicable measure and the project's conformity with the measure is provided in Table 3-7. As indicated in the table, the proposed project would not impede the implementation of CARB's recommended actions.

Table 3-7
Recommended Actions for Climate Change

ID #	Sector	Strategy Name	Applicable to Project?	Will Project Conflict With Implementation?
E-1	Electricity and Natural Gas	Increased Utility Energy Efficiency Programs More Stringent Building and Appliance Standards	**Yes**	No
CR-1	Electricity and Natural Gas	Energy Efficiency	**Yes**	No
GB-1	Green Buildings	Green Buildings	**Yes**	No
W-1	Water	Water Use Efficiency	**Yes**	No
W-3	Water	Water System Energy Efficiency	**Yes**	No
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	**Yes**	No

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

As indicated previously, the installation and operation of the proposed project will result in an incremental increase in GHG emissions; however, the project's operational GHG emissions will be below SCAQMD thresholds of significance. The proposed project will not introduce any conflicts with adopted initiatives that are designed to control future GHG emissions. The project is an "infill development" and is seen as an important strategy in reducing regional GHG emissions. As a result, the impacts related to conflicts with

[61] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* http://gov.ca.gov/news.php?id=18938.

an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases are considered to be 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 gases. 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.

3.8 HAZARDS & 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.*

The proposed project will involve the construction and operation of a warehouse building within a 1.96-acre lot (Parcel 1) and an automated car wash structure, a convenience store structure, and a gasoline fueling station within a 0.97-acre lot (Parcel 2). The commercial component of the proposed project will be involved in the retail sale of automotive fuel products and automotive lubricants. Due to the nature of the proposed project, no unique hazardous materials will be used beyond that already identified. Since the future tenant will be involved in the transport, use, storage, and disposal of hazardous materials, the tenant will be required 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.

The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. The commercial component of the proposed project will be involved in the retail sale of automotive fuel products and automotive lubricants. 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. The existing structures located within the project site may contain asbestos containing materials (ACMs) and/or lead based paints (LBPs). As a result of the project site conditions, the following mitigation is required:

- An 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).

- 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 Ramona School, located approximately 0.45 miles southwest of the project site, and

John H. Glenn High School, located approximately one half mile northwest of the project site. 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 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).[62] No Cortese sites are located in the neighboring cities of Norwalk and La Mirada. Of the aforementioned Cortese sites, the nearest to the project site is the Neville Company site, located 1.16 miles northwest of the project site. It is unlikely that any of 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. Furthermore, proposed project demolition and construction activities will be restricted to the 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 4.4 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 7.3 miles south of the project site. The Long Beach Airport is located approximately 8.15 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21 miles to the west.[63] 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 will occur.

[62] 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.

[63] Google Earth. Website accessed June 2, 2016.

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.[64] 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 Carmenita Road or Rosecrans Avenue be completely closed to traffic during the project's construction. 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. 5 (Hazards & Hazardous Materials). An 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).

Mitigation Measure No. 6 (Hazards & Hazardous Materials). The Applicant and the contractors must adhere to all requirements governing the handling, removal, and disposal of asbestos-containing

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

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 & 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.

The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. The project site is

currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the project site consists of asphalt-paved surface parking areas. Upon implementation of the proposed project, the site will remain as an industrial use in the northern portion and a commercial use in the southerly portion. The existing project site is covered over in its entirety with impervious surfaces (buildings, concrete, and asphalt). According to the site plan, the proposed project will include 11,344 square feet of landscaping, resulting in 13.17 percent 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.[65]

The LID Ordinance is a decentralized approach to storm water management that works to mimic the natural hydrology of the site by retaining precipitation on-site to the maximum extent practicable. Storm water quality control measures that incorporate LID principles are placed throughout the site in small, discrete units and distributed near the source of impacts. LID strategies are designed to protect surface and groundwater quality, maintain the integrity of ecosystems, and preserve the physical integrity of receiving waters by managing storm water runoff at or close to the source. The purpose of LID is to reduce and/or eliminate the altered areas of the post-development runoff volumes by reducing the peak discharge rate, volume, and duration of flow through the use of site design and storm water quality control measures. The benefits of reduced storm water runoff volume include reduced pollutant loadings and increased groundwater recharge and evapo-transpiration rates.

LID strategies include use of bioretention/infiltration landscape areas, altered drainage pathways, reduced impervious areas, functional landscaping, and grading to maintain natural hydrologic functions that existed prior to development, such as interception, shallow surface storage, infiltration, evapo-transpiration, and groundwater recharge. By implementing LID strategies, a project site can be designed to be an integral part of the environment by maintaining undeveloped hydrologic functions through the careful use of storm water quality control measures. Implementation of LID strategies also provides environmental, land value, and quality of life benefits including the following:

- *Pollution Abatement.* Pollutant removal, which is achieved through settling, filtration, adsorption, and biological uptake, can improve habitat for aquatic and terrestrial wildlife and enhance recreational uses.

- *Protection of Downstream Water Resources.* LID practices eliminate and/or mitigate hydrologic impacts on receiving waters, reduce stream channel degradation from erosion and sedimentation, improve water quality, increase water supply, and enhance the recreational and aesthetic value of natural resources.

- *Groundwater Recharge.* Some LID practices can recharge groundwater through infiltration. Growing water shortages nationwide increasingly require water resource management strategies designed to integrate storm water, drinking water, and wastewater programs to maximize benefits and minimize costs.

[65] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 2016.

- *Habitat Improvements.* LID practices can be used to improve natural resources and wildlife habitat, and maintain or increase land value.

- *Real Estate Value/Property Tax Revenue.* Various LID-designed projects and smart growth studies have shown that people are willing to pay more for clustered homes than conventionally-designed subdivisions. Additionally, real estate value for clustered housing with open space has appreciated at a higher rate than conventionally-designed subdivisions.

- *Aesthetic Value.* LID practices typically include attractive features because landscaping, such as trees, shrubs, and flowering plants, is an integral part of design. The use of these designs may increase property values and/or result in faster sale of the property due to the perceived value of the extra landscaping.

- *Quality of Life/Public Participation.* Placing LID features on individual lots provides opportunities to involve homeowners in storm water management and enhances public awareness of storm water runoff water quality issues.

The City of Santa Fe Springs has adopted specific storm water run-off regulations in the City's LID Ordinance (Chapter 52 of the City's Municipal Code. The provisions of the aforementioned Code section contain requirements for construction activities and facility operations of new development projects to comply with the current "Municipal NPDES permit," to lessen the water quality impacts of development by using smart growth practices, and to integrate LID design principles to mimic predevelopment hydrology through infiltration, evapo-transpiration and rainfall harvest and use. LID shall be inclusive of previously adopted SUSMP requirements. The City's LID requirements include, but not limited to the objectives and specifications for integration of LID strategies, and to grant waivers or alternate compliance as allowed by the Municipal NPDES permit and to collect fees from projects granted exceptions. The following Development and Redevelopment projects, termed "Planning Priority Projects," must comply with the requirements of Chapter 52: Storm Water Runoff:

- All development projects equal to 1 acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface area;

- Industrial parks 10,000 square feet or more of surface area;

- Commercial malls 10,000 square feet or more of surface area;

- Retail gasoline outlets with 5,000 square feet or more of surface area;

- Restaurants with 5,000 square feet or more of surface area;

- Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces;

- Streets and roads construction of 10,000 square feet or more of impervious surface area;

- Automotive service facilities with 5,000 square feet or more of surface area;

- Projects located in or directly adjacent to, or discharging directly to an *environmentally sensitive area* (ESA), where the development will: discharge storm water runoff that is likely to impact a sensitive biological species or habitat; and create 2,500 square feet or more of impervious surface area;

- a new development land disturbing activity that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site on Planning Priority Project categories;

- Where a new development results in an alteration to more than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, the entire project must be mitigated;

- Where a new development results in an alteration of less than fifty percent of impervious surfaces of a previously existing development, and the existing development was not subject to post-construction storm water quality control requirements, only the alteration must be mitigated, and not the entire development; and,

- A new development does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of facility or emergency redevelopment activity required to protect.

The remainder of Planning Priority Projects shall prepare a LID Plan to comply with the following:

- Retain storm water runoff onsite for the Stormwater Quality Design Volume (SWQDV) defined as the runoff from the 85th percentile 24-hour runoff event as determined from the Los Angeles County 85th percentile precipitation isopleth map; or the volume of runoff produced from a 0.75 inch, 24-hour rain event, whichever is greater.

- Minimize hydro-modification impacts to natural drainage systems as defined in the Municipal NPDES Permit.

- When, as determined by the City of Santa Fe Springs, 100 percent onsite retention of the SWQDV is technically infeasible, partially or fully, the infeasibility shall be demonstrated in the submitted LID Plan. The technical infeasibility may result from conditions that may include, but are not limited to:

    - The infiltration rate of saturated in-situ soils is less than 0.3 inch per hour and it is not technically feasible to amend the in-situ soils to attain an infiltration rate necessary to achieve reliable performance of infiltration or bioretention BMPs in retaining the SWQDv onsite.

    - Locations where seasonal high groundwater is within five to ten feet of surface grade;

- Locations within 100 feet of a groundwater well used for drinking water;

- Brownfield development sites or other locations where pollutant mobilization is a documented concern;

- Locations with potential geotechnical hazards;

- Smart growth and infill or redevelopment locations where the density and/ or nature of the project would create significant difficulty for compliance with the on-site volume retention requirement.

- If partial or complete on-site retention is technically infeasible, the project site may biofiltrate 1.5 times the portion of the remaining SWQDV that is not reliably retained on-site. Biofiltration BMPs must adhere to the design specifications provided in the Municipal NPDES Permit.

- Additional alternative compliance options such as off-site infiltration may be available to the project site. The project site should contact the City of Santa Fe Springs to determine eligibility.

Compliance with the aforementioned LID requirements will reduce the proposed project's impacts to levels that are 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.[66] 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.

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 in the vicinity of the project site.[67] The nearest stream or body of water is Coyote Creek, located 1,400 feet east of the project site. The project will be limited to the designated site and will not affect the Coyote Creek waterway. 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.

[66] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Website accessed June 6, 2016.

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

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 in the vicinity of the project site. The nearest stream or body of water is Coyote Creek, located 1,400 feet east of the project site. The project will be limited to the designated site and will not affect the Coyote Creek waterway. 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 stormwater drainage systems or provide substantial additional sources of polluted runoff? ● Less than Significant Impact with Mitigation.

The project site is currently occupied by a vacant commercial building, various vacant metal structures, and a freestanding sign. The remainder of the project site consists of asphalt-paved surface parking areas. Upon implementation of the proposed project, the site will remain 86.83 percent covered in impervious surfaces, as discussed in Section 3.9.2.A. In the absence of mitigation, the impervious surfaces (i.e., 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.[68] The following measures are required as a means to address potential stormwater 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 Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

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 City's LID requirements and the mitigation provided in Section 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.

[68] Blodgett Baylosis Environmental Planning. *Site Survey*. Survey was completed on May 16, 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 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).[69] 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).

This flood zone has an annual probability of flooding of less than 0.2 percent 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.[70] 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). 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 8.2 miles northwest of the project site. 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 northwestern 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. According to the City's Natural Hazards Mitigation Plan, the project site is not located within the dam inundation risk area.[71] Furthermore, according to the FEMA flood map in Exhibit 3-6, the project site is outside of the flood area. As a result, no impacts related to flooding are anticipated.

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

[70] Ibid.

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

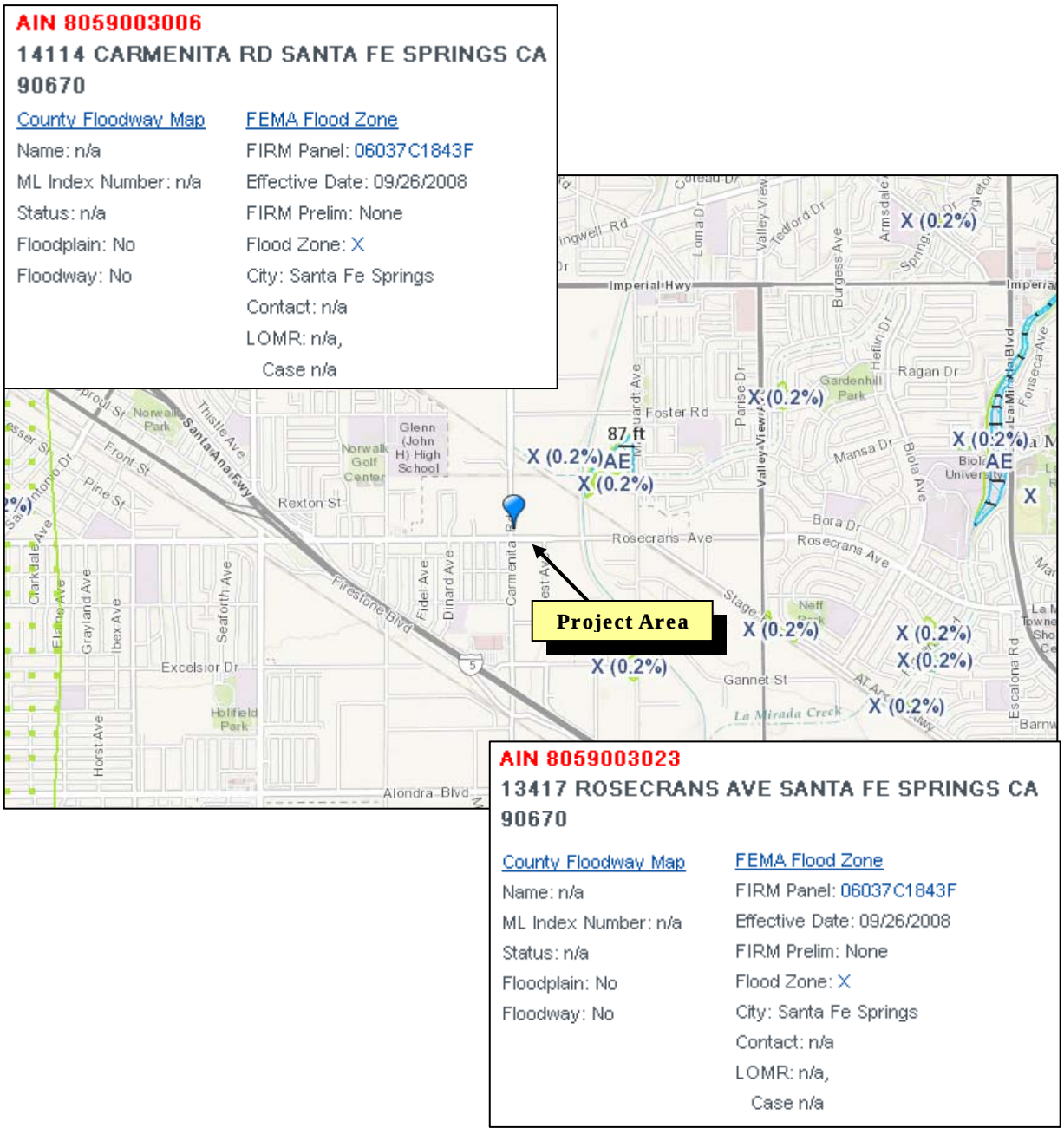


EXHIBIT 3-6
FEMA FLOOD MAP

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 21.65 miles inland from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami.[72] 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 stormwater 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 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. 7 (Hydrology & 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. 8 (Hydrology & Water Quality). The Applicant shall be responsible for the construction of all on-site drainage facilities as required by the City Engineer.

Mitigation Measure No. 9 (Hydrology & Water Quality). The Applicant shall be responsible for the provision of berms and other design measures and controls that will prevent spillage during the dispensing of fuels. These are standard conditions required of all service stations. The compliance with these regulations must be demonstrated during plan check.

[72] Google Earth. Website accessed May 25, 2016.

3.10 LAND USE & 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? ● Less than Significant Impact.

The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. The proposed project will be restricted to the project site and will not divide or disrupt the single-family residential neighborhood located 300 feet southwest of the project site. The proposed project will not require the approval of a Zone Change or General Plan Amendment to permit the development of the project site. However, the proposed project will require the approval of a Conditional Use Permit for the operation of the convenience store with fuel pumps. A CUP is required because the proposed land use is retail-related and the project site's zoning designation is *Light Manufacturing* (M-1) (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 CUP will ensure that the proposed use will be compatible with the immediate surrounding uses. As a result, the impacts will be less than significant.

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 proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. The uses that are contemplated will not conflict with any existing General Plan land use designation or zoning designation.[73] The project site is not located within an area that is subject to a Specific Plan. In addition, the project site is located approximately 21.65 miles inland from the Pacific Ocean and is not subject to a local coastal program.[74] As a result, no impacts will occur.

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

[74] Google Earth. Website accessed June 1, 2016.

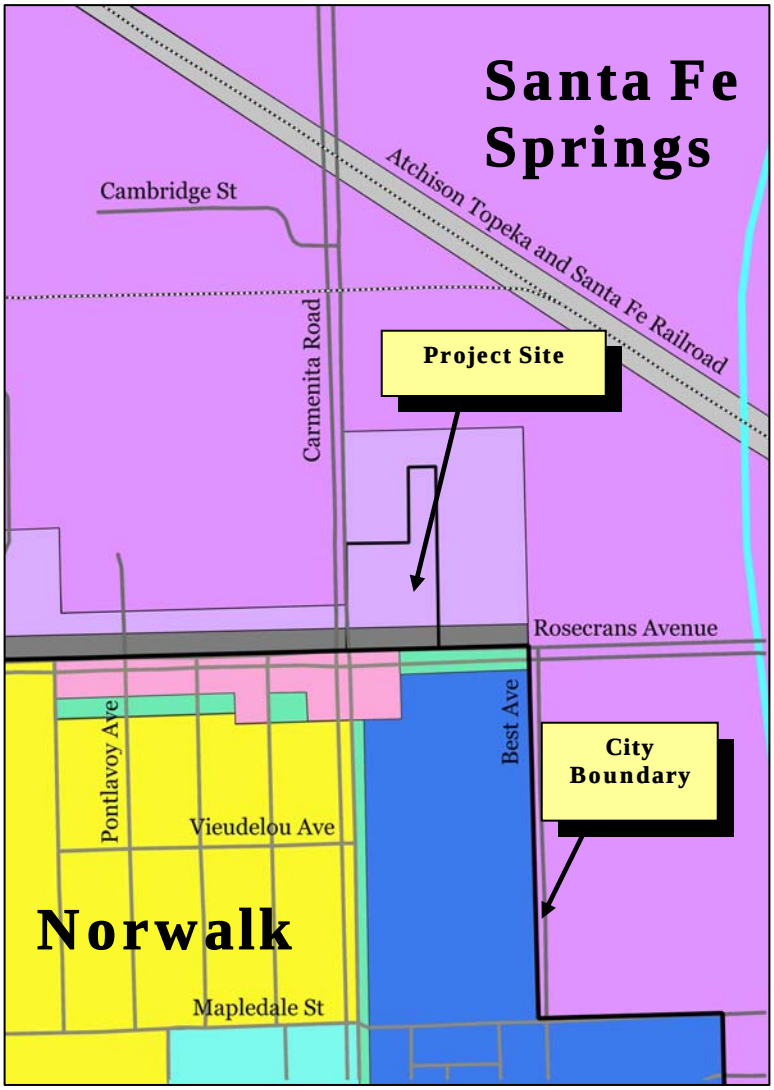


EXHIBIT 3-7
ZONING MAP
SOURCE: CITY OF SANTA FE SPRINGS

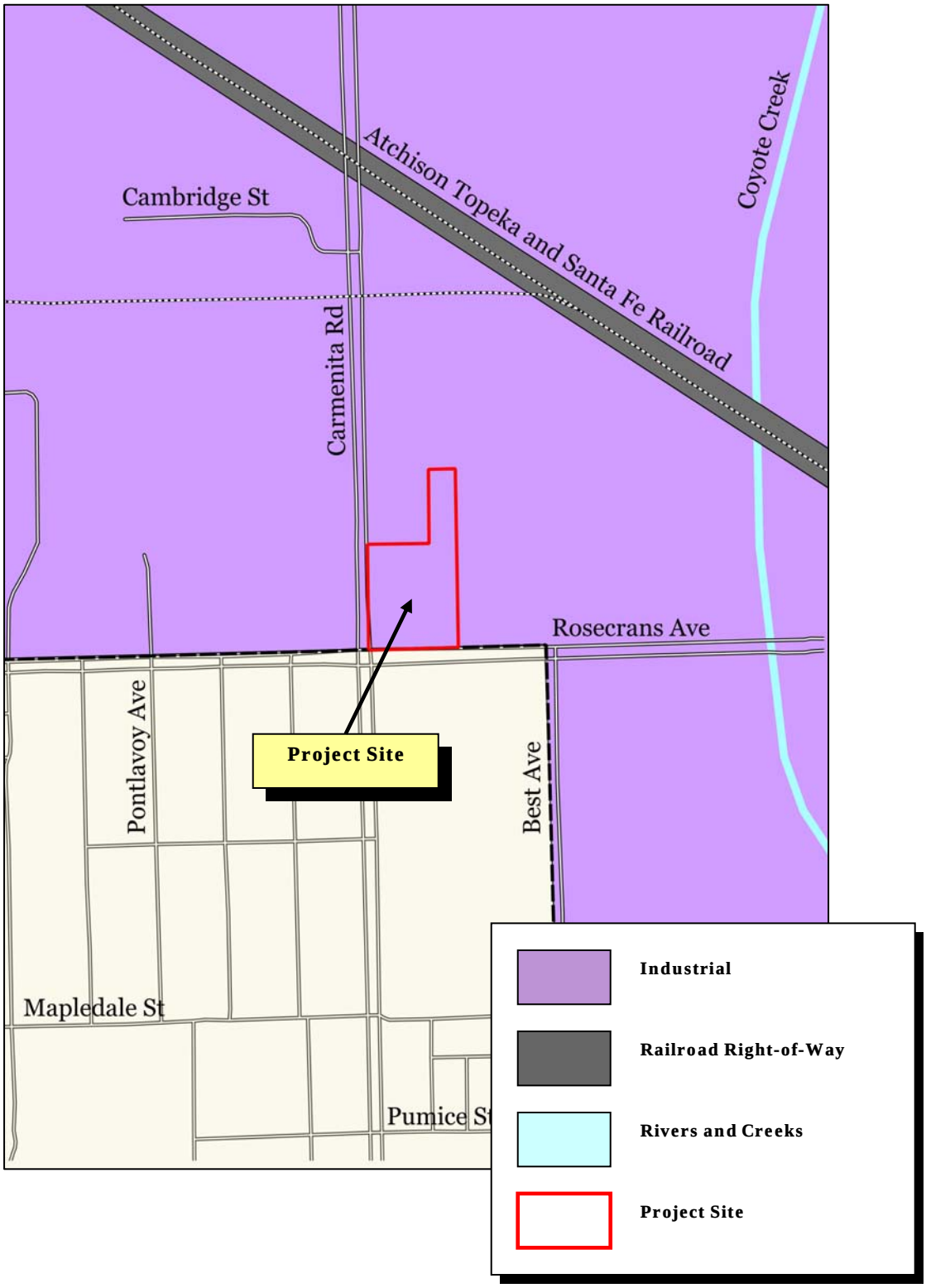


EXHIBIT 3-8
GENERAL PLAN MAP
SOURCE: CITY OF SANTA FE SPRINGS

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 5.5 miles northeast of the project site.[75] 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.

[75] 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 Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the project site.[76] The nearest recorded well to the project site is located one half mile east of the project site.[77] Furthermore, the project area is not located within 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, there are no existing or former oil wells and/or oil extraction activities located within the project site nor is it located in 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.

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.

[76] California Department of Conservation. http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed April 28, 2016.

[77] Google Earth. Website accessed June 23, 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 of 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 private use airport, where the project would expose people to excessive noise levels; or,
- Locating of the project 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? ● No 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.[78] 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 tenant will be located in a *Light Manufacturing* (M-1) zone and will be required to adhere to all pertinent noise control regulations outlined by the City of Santa Fe Springs so as to not expose persons to noise levels in excess of standards established in the City's General Plan or noise ordinance.

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

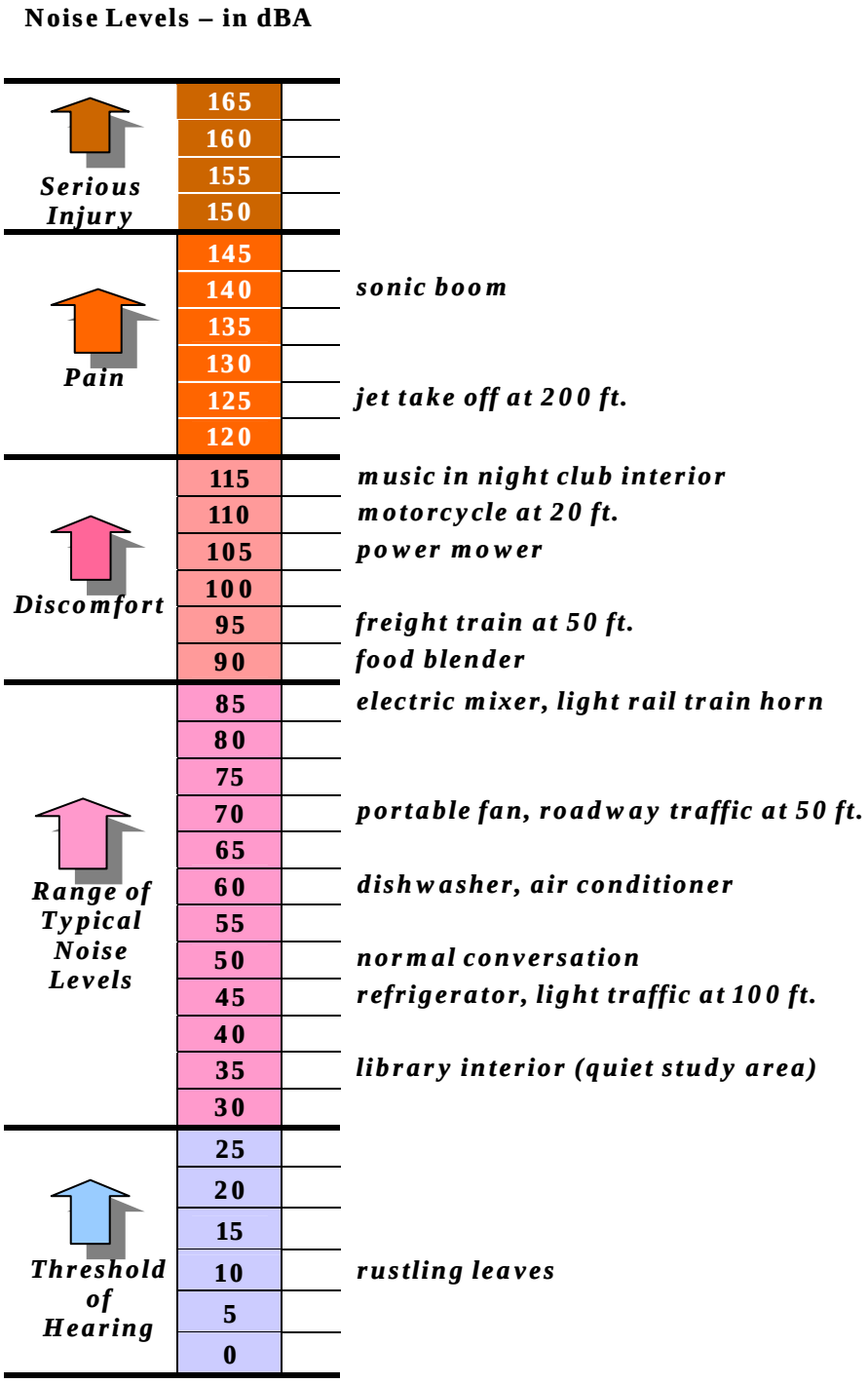


EXHIBIT 3-9
TYPICAL NOISE SOURCES AND LOUDNESS SCALE
Source: Blodgett Baylosis Environmental Planning

Furthermore, the anticipated uses are not expected to generate excessive noise levels above the City's standards. As a result, no impacts will exist upon the implementation of the proposed project.

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 and the blowers from the proposed carwash) are the single-family residential units located 300 feet southwest of the project site. 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.

These calculations include noise reductions to account for the attenuation provided by the equipment and cars that would be inside the car wash, the car wash building structure, and the wall to be constructed on the eastern side of the project site. The potential noise levels related to the car wash operation is anticipated to range from approximately 52 dBA to 57 dBA. These levels of noise were measured at an existing operational car wash in the City of Cerritos. This is less than the 60 dBA standard established by the City's General Plan and Noise Ordinance. As indicated previously, the noise levels from the car wash would be fully attenuated by the existing buildings located between the proposed car wash and the homes located approximately 300 feet to the southwest. 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 Carmenita Road and Rosecrans Avenue, though the anticipated increase will not be significant enough to result in a perceptible increase in 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. According to the City of Santa Fe Springs Traffic Volumes Map, Carmenita Road's average daily traffic volumes are between 30,000 and 40,000 average daily trips (ADT). Rosecrans Avenue's average daily traffic volumes are between 20,000 and 30,000 ADT.[79] The proposed project will result in an additional 1,834 ADT though approximately 50% will be "pass-by" trips. The actual net increase in ADT will be far less than a doubling that would be required to register a perceptible increase in traffic noise. In addition, the nearest noise sensitive receptors are the single-family homes located approximately 300 feet southwest of the project site. These sensitive noise receptors will not be significantly affected because the buildings that exist in between these receptors and the proposed project will block the noise. As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

[79] City of Santa Fe Springs. *Traffic Volume ADT Count Map 2009 Santa Fe Springs Citywide.* July 3, 2009. Website accessed June 23, 2016.

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. The nearest noise sensitive receptors are the single-family homes located approximately 300 feet southwest of the project site. These sensitive noise receptors will not be significantly affected because the buildings that exist in between these receptors and the proposed project will block the noise. As a result, the impacts are anticipated to be less than significant.

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

The project site is not located within two miles of a public airport. Fullerton Airport is located approximately 4.4 miles southeast of the project site. The Joint Forces Training Base Los Alamitos is located approximately 7.3 miles south of the project site. The Long Beach Airport is located approximately 8.15 miles to the southwest. Finally, the Los Angeles International Airport (LAX) is located approximately 21 miles to the west.[80] 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.[81] 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 immediate vicinity of the project site. Therefore, no mitigation measures were provided.

[80] Google Earth. Website accessed June 1, 2016.

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

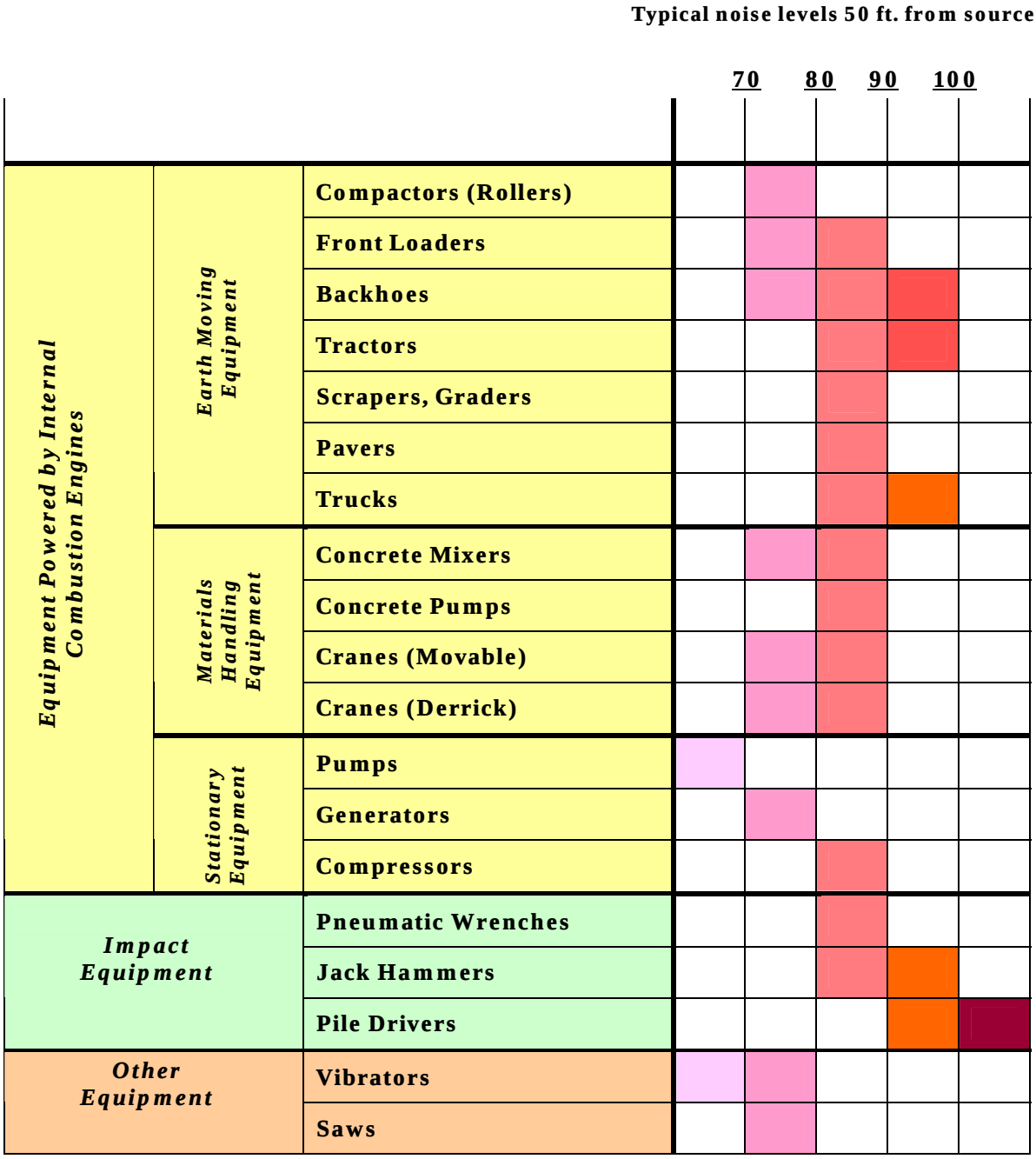


EXHIBIT 3-10
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

3.13 POPULATION & 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.

The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. The variables that typically contribute to growth-inducing impacts and the project's potential growth-inducing impacts are identified in Table 3-8.

Table 3-8
Potential Growth-Inducing Impacts

Factor Contributing to Growth Inducement	Project's Potential Contribution	Basis for Determination
New development in an area presently undeveloped.	The proposed project will be located on a previously developed 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 curb cuts and a public walkway.
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 will result in the creation of new construction employment.	Short-term increases in construction employment are a beneficial impact.

As indicated in Table 3-8, the proposed development would not result in any growth-inducing impacts related to potential population growth. In addition, the jobs that are expected to be added are well within the employment projections contemplated by SCAG. According to the 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.[82] A total of 54 new jobs will be created upon the implementation of the proposed project.[83] The number of new jobs for the warehouse component assumes one new job for every 1,000 square feet of floor area and the convenience store employment assumes a maximum of two employees on-site at all times. This translates into 44 employees for the warehouse and up to ten employees for the convenience store. This figure assumes the car wash will be automated and the gasoline sales will be self-serve with the payment transactions occurring inside the convenience store or at the pump, using debit/credit cards. This total employment of 54 new jobs 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 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 was formerly occupied by industrial uses and upon the project's implementation; the project site will retain its industrial character. In addition, the site is zoned M-1 (*Light 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 because no housing units exist within the project site. The nearest residential units to the project site are the single-family homes located 300 feet southwest of the project site in the City of Norwalk. 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 was formerly occupied by industrial/commercial uses and upon project implementation, the project site will retain its industrial/commercial character and no housing units will be affected. As a result, no displacement of residents will result because no housing units exist within the project site. The nearest residential units to the project site are the single-family homes located 300 feet southwest of the project site in the City of Norwalk. 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 upon the proposed project's implementation. As a result, no cumulative impacts will occur.

[82] 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.

[83] Institute of Transportation Engineers, and the Environmental Protection Agency. Estimates were derived from these sources that were used to establish projected employment parking demand.

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 proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. 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. 3. The Fire Department currently reviews all new development plans, and future development will be required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks and emergency access. The proposed project would not place additional demands on fire services since the project will involve the construction of a modern structure that will be subject to all pertinent fire and building codes. Compliance with the following mitigation as well as the pertinent codes and ordinances, would reduce the impacts to levels that are less than significant:

- The proposed project will undergo review by the City of Santa Fe Springs Fire Department to ensure that sprinklers, hydrants, fire flow, etc. are adequate in meeting the Department's requirements. 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.[84] 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.

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

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? ● Less than Significant Impact.

The proposed project will not involve any development and/or uses that could significantly affect school enrollments. The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. As previously mentioned in Section 3.3.2.A, the project is projected to employ approximately 54 people. Therefore, the proposed project will not indirectly lead to a significant increase in student enrollment and less than significant impacts will result.

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 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. 10 (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. 11 (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. No parks are located adjacent to the site. The nearest park is Ramona Park, located approximately 0.45 miles southwest of the project site, in the City of Norwalk. 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.*

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 proposed project would not result in any impacts to existing recreational facilities or require the expansion of recreational facilities. 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 impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.16 TRANSPORTATION & 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.

A traffic impact study was prepared by Crown City Engineers, Inc. for the purpose of evaluating the impacts on traffic circulation system due to the proposed construction of the proposed project. The following are the key objectives of the study:

- The documentation of existing 2016 traffic conditions in the vicinity of the site;

- The determination of Project Opening Year (2018) traffic conditions and level of service (LOS) without and with the project;

- The determination of project-related impacts to the circulation system; and,

- The identification of mitigation measures to reduce any significant impacts to a level of insignificance.

This analysis provides data regarding existing operational characteristics of traffic in the general vicinity of the project, as well as an analysis of the proposed project's impacts to these existing and anticipated future traffic conditions. The report identifies and quantifies the impacts at key intersections and

attempts to address the most appropriate and reasonable mitigation strategies at any impacted intersections which are identified to be operating at a deficient level of service.

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 volume-to-capacity (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 V/C 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 3-9.[85]

Table 3-9
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

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

[85] Crown City Engineers, Inc. Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California. September 14, 2016.

Table 3-10
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.

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.

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated. Exhibit 3-11 illustrates the existing circulation network within the project area as well as the location of the proposed project. Exhibit 3-12 shows an aerial view of the circulation network. The project would provide two full-access driveways on Carmenita Road and one full access driveway plus one egress-only driveway on Rosecrans Avenue. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing the majority of both regional and local access to the project.[86]

[86] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.



EXHIBIT 3-11
VICINITY MAP OF CIRCULATION NETWORK

Source: Crown City Engineers, Inc.

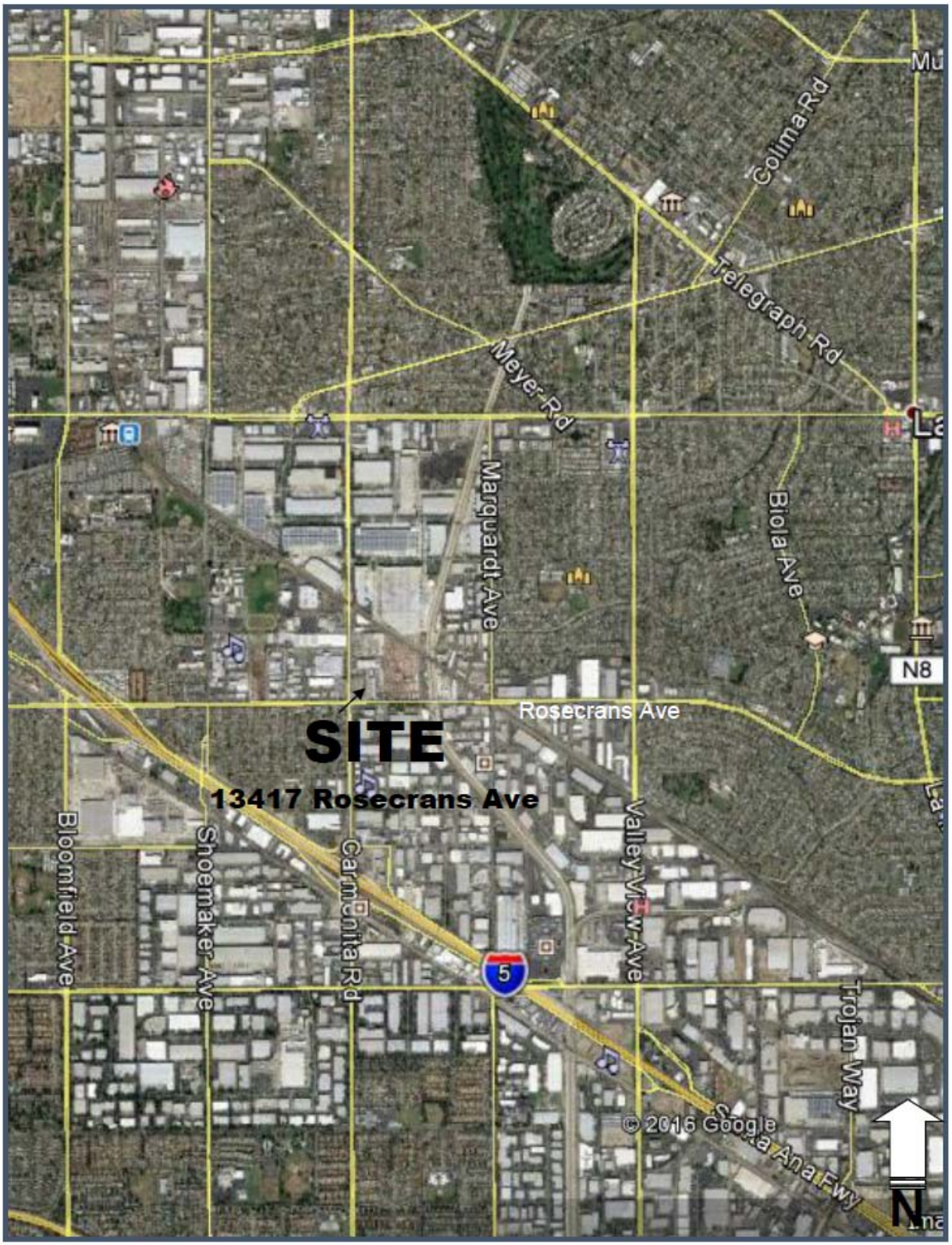


EXHIBIT 3-12
AERIAL VIEW OF CIRCULATION NETWORK
Source: Crown City Engineers, Inc.

- *Rosecrans Avenue.* Rosecrans Avenue is an east-west major arterial street in the vicinity of the project, with three travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 80 feet wide and posted with a speed limit of 35 miles per hour. Most of the key intersections along Rosecrans Avenue, including the intersection of Rosecrans Avenue and Carmenita Road, Rosecrans Avenue and Valley View Avenue, and Rosecrans Avenue and Marquardt Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is not permitted along the sides of the street. Estimated average daily volume on Rosecrans Avenue in the vicinity is approximately 22,170 vehicles per day (assuming PM peak hour volume counted on Rosecrans Avenue represents approximately ten percent of its average daily traffic volume).

- *Valley View Avenue.* This roadway is a major north-south arterial street with two travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 80 feet wide and posted with a speed limit of 45 miles per hour. Most of the key intersections along Valley View Avenue are signalized. Parking is not permitted along the sides of the street. The average daily volume on Valley View Avenue is approximately 26,690 vehicles per day (assuming PM peak hour volume counted on Valley View Avenue represents approximately ten percent of its average daily traffic volume).

- *Marquardt Avenue.* Marquardt Avenue is a major north-south collector street with two travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 60 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Marquardt Avenue are signalized. Parking is not permitted along the sides of the street. The average daily volume on Marquardt Avenue is approximately 4,090 vehicles per day (assuming PM peak hour volume counted on Marquardt Avenue represents approximately ten percent of its average daily traffic volume).

- *Carmenita Road.* Carmenita Road is a north-south collector street in the project area, with two travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 84 feet wide and posted with a speed limit of 35 miles per hour. Most intersections of Carmenita Road are signalized. Parking is not permitted along the sides of the street. The average daily volume on Carmenita Road in the vicinity of the project is approximately 26,620 vehicles per day (assuming PM peak hour volume counted on Stage Road represents approximately ten percent of its average daily traffic volume).

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of August, 2016. The intersections were

counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Rosecrans Avenue and Carmenita Road;
- Rosecrans Avenue and Marquardt Avenue; and,
- Rosecrans Avenue and Valley View Avenue.[87]

Existing lane configurations at the key intersections are shown in Exhibit 3-13**.** Existing turning movement counts for AM and PM peak hour conditions are shown in Exhibit 3-14. Detailed turning movement counts are included in the Technical Appendix of the Traffic Study. Year 2016 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. Table 3 presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of the Traffic Study. Based on the results of this analysis, two of the study intersections are operating at an acceptable LOS D or better during the AM and PM peak hours. The intersection of Rosecrans Avenue and Valley View Avenue is operating at LOS E during the PM peak hour, as shown in Table 3.[88]

Table 3-11
Existing Conditions (2016) Level of Service Summary

Intersection	Peak Hour	Existing (2016) Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Rosecrans Avenue and Carmenita Road	AM	C	0.797
	PM	C	0.737
2. Rosecrans Avenue and Marquardt Avenue	AM	A	0.533
	PM	A	0.534
3. Rosecrans Avenue and Valley View Avenue	AM	D	0.847
	PM	E	0.931

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

A one percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2018 base condition (i.e., a factor of 1.02 was applied to 2016 volumes to obtain 2018 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area. Per City's records, there are 25 other related projects located in the vicinity of the project that will contribute to cumulative traffic volumes with the development of this project.[89] The locations of these related projects are shown in Exhibit 3-15**.**

[87] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

[88] Ibid.

[89] Ibid.



EXHIBIT 3-13
EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

Source: Crown City Engineers, Inc.

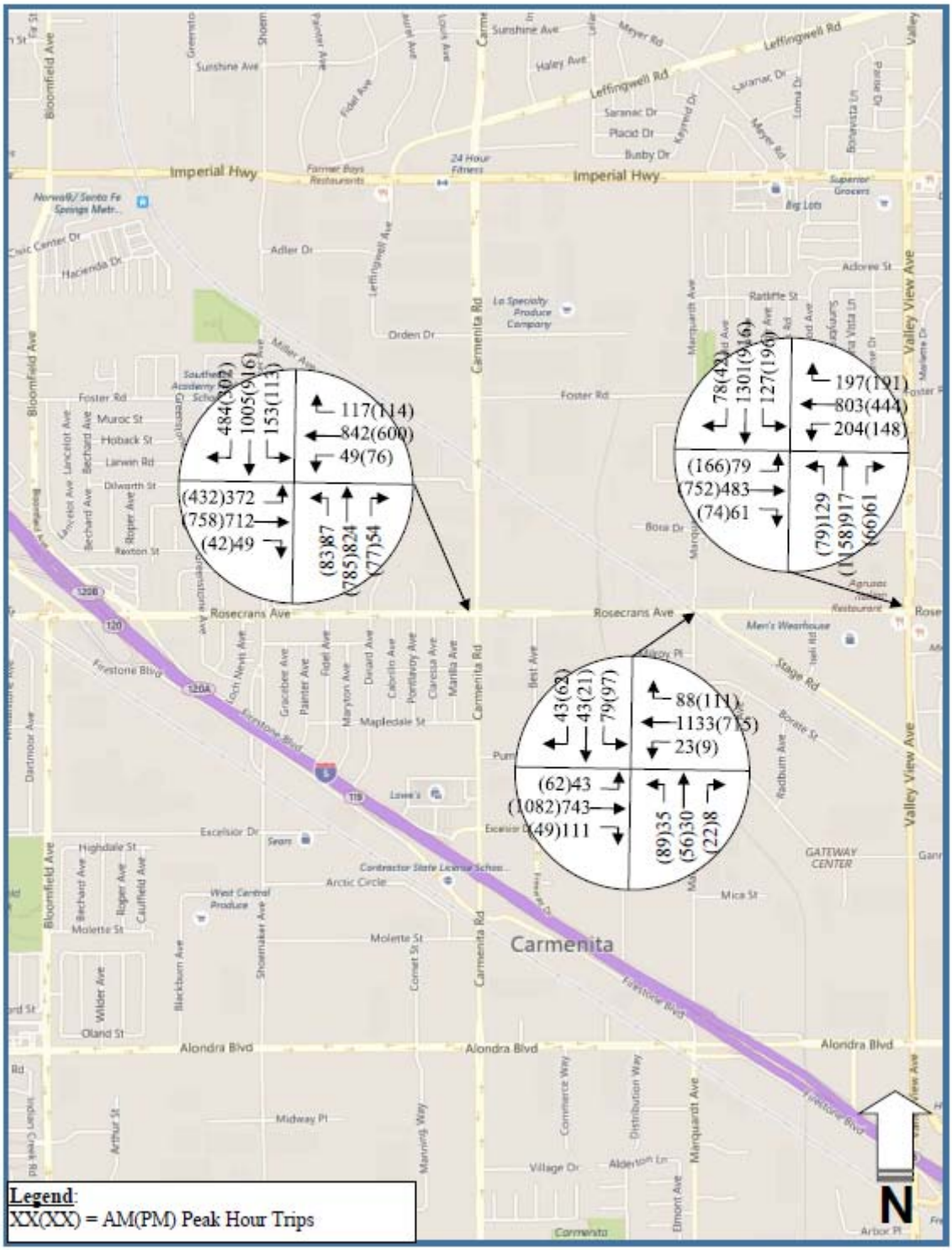


EXHIBIT 3-14
EXISTING 2016 TRAFFIC VOLUMES AT KEY INTERSECTIONS

Source: Crown City Engineers, Inc.

Table 3-12 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 13,378 trips per average day (6,689 inbound and 6,689 outbound). The average weekday net new peak hour trips will be approximately 1,239 trips during the AM peak hour (886 inbound and 353 outbound), and 1,157 trips during the PM peak hour (320 inbound and 837 outbound). The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2018 pre-project traffic condition for the AM and PM peak hours.[90] Exhibit 3-16 shows future 2018 pre-project traffic volumes at the study intersections. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report. As the results indicate, two of the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours. However, the intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour.[91]

Table 3-12
Future (2018) Without Project Level of Service Summary

Intersection	Peak Hour	Future (2018) Without Project Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Rosecrans Avenue and Carmenita Road	AM	D	0.836
	PM	C	0.782
2. Rosecrans Avenue and Marquardt Avenue	AM	A	0.549
	PM	A	0.548
3. Rosecrans Avenue and Valley View Avenue	AM	D	0.869
	PM	E	0.951

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

The proposed project involves the construction and operation of a warehouse building on Parcel 1 and an automated car wash, a convenience store structure, and a gasoline station on Parcel 2. In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE). Table 3-13 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 1,834 vehicular trips per average day (917 inbound and 917 outbound). The average weekday new peak hour trips will be approximately 143 trips during the AM peak hour (73 inbound and 70 outbound), and 168 trips during the PM peak hour (84 inbound and 84 outbound).[92]

[90] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

[91] Ibid.

[92] Ibid.

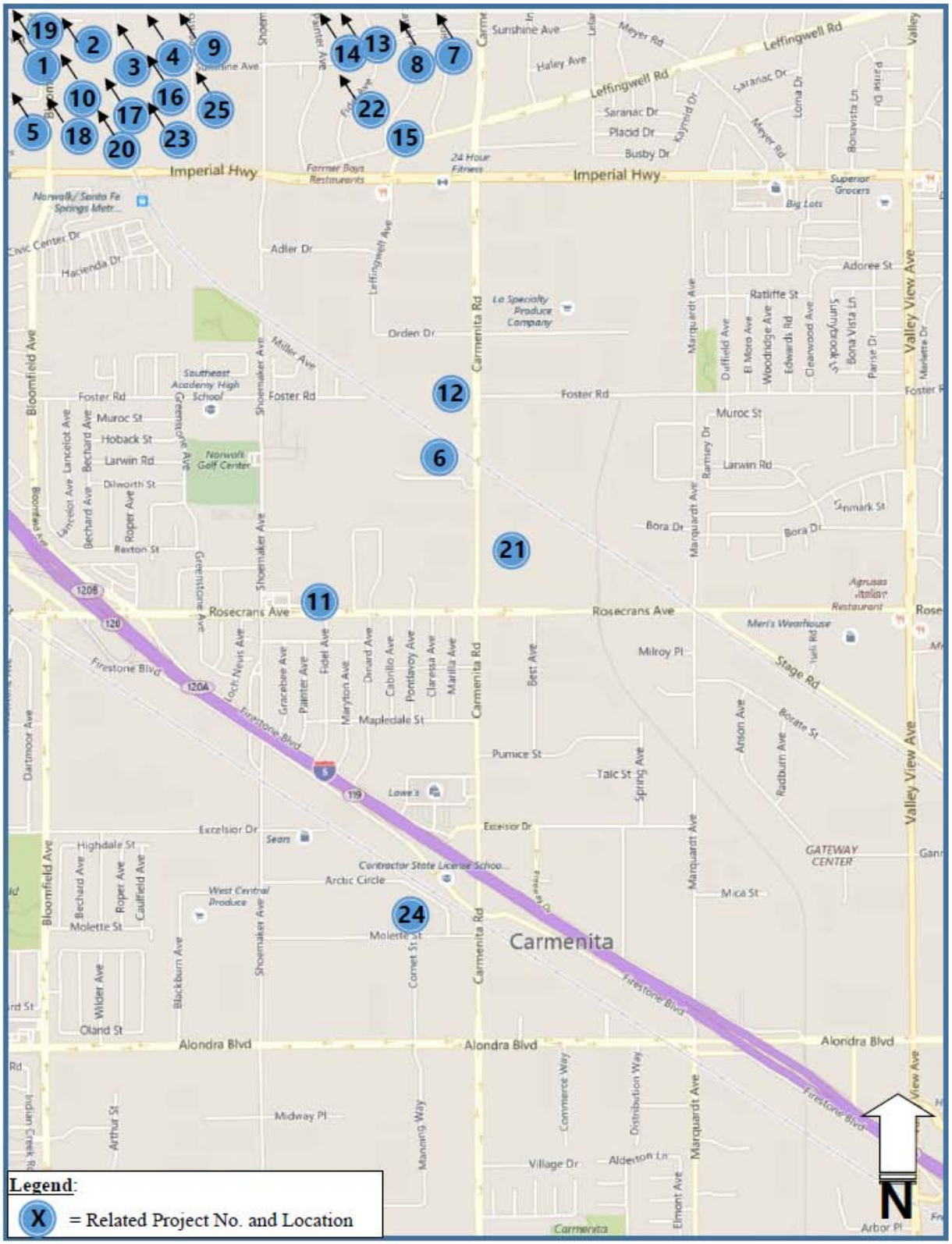


EXHIBIT 3-15
RELATED PROJECT LOCATIONS
Source: Crown City Engineers, Inc.

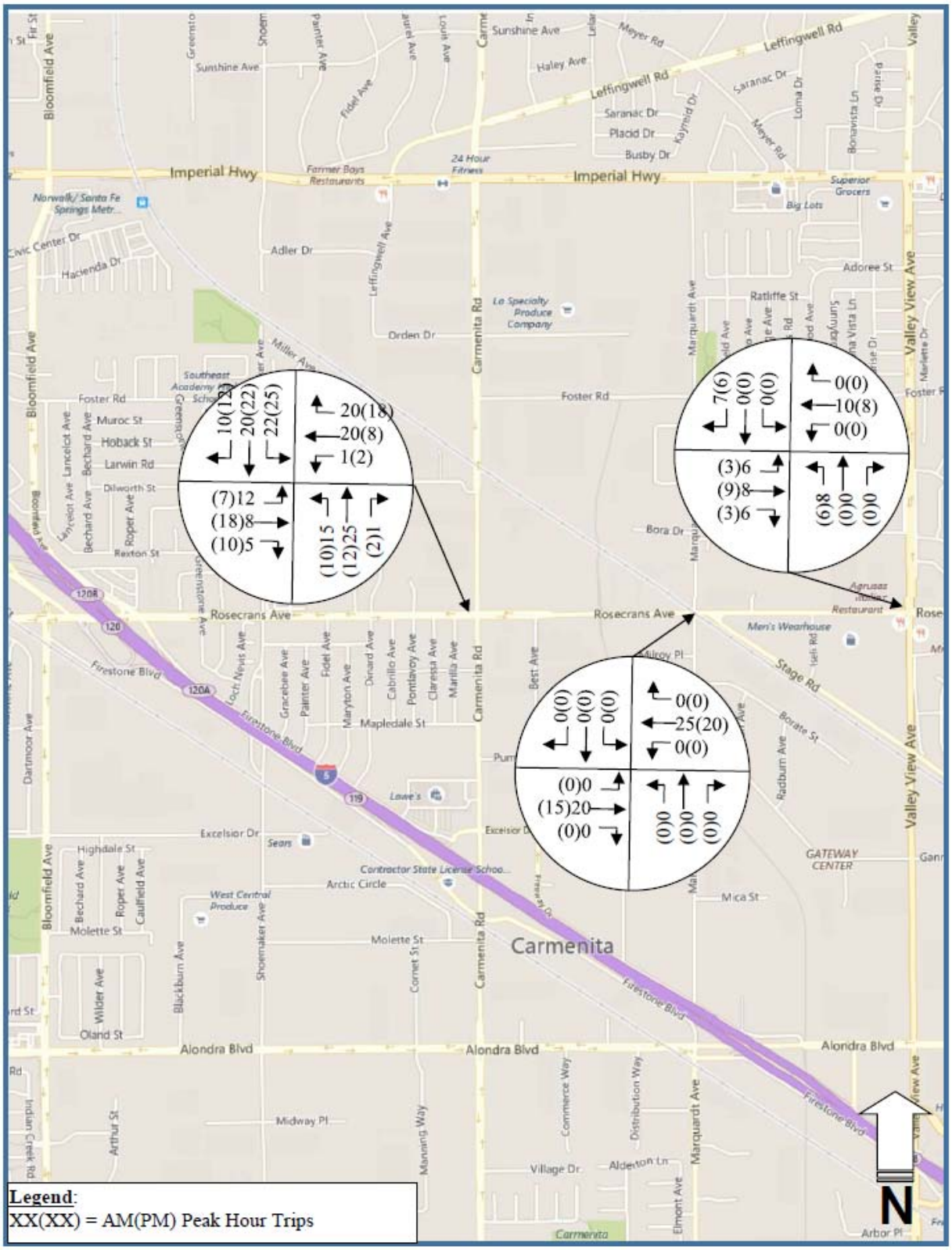


EXHIBIT 3-16
DISTRIBUTION OF RELATED PROJECTS' TRAFFIC

Source: Crown City Engineers, Inc.

Table 3-13
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
Parcel 2 Convenience Store w/fuel sales & car wash	946	12 Pump Positions	152.84	0.51	0.49	11.93	0.50	0.50	13.94
Parcel 1 Warehouse/Light Manufacturing	150	1,000 s.f.	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
Parcel 2 Convenience Store w/fuel sales & car wash	12	Pump Positions	1,834	73	70	143	84	84	168
Parcel 1 Warehouse/Light Manufacturing	44,593 s.f.	1,000 s.f.	159	11	3	13	4	11	14

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California*. September 14, 2016.

The Parcel 1 development will involve the construction of 44,593 square feet of warehousing/light industrial. This development will replace an existing facility located in Santa Fe Springs. From an area-wide traffic standpoint, there will be no net increase in traffic. When considering the project by itself, a total of 159 daily trips will be added to the local street system. Of this total, 13 trips will be added during the morning peak hour while 14 trips will be added during the evening peak hour. These estimated traffic volumes for the Parcel 1 development are relatively minor and will not affect the overall level of service for any of the area intersections.

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics. Figure 9 in the Traffic Study depicts the regional trip distribution percentages to and from the site. Figure 10 in the traffic study depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

The 2018 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2018 pre-project traffic volumes with one percent per year ambient growth and related project traffic. Figure 11 included in the Traffic Study shows Year 2018 post-project cumulative volumes for AM and PM peak hours. The LOS and V/C ratios for the study intersections under 2018 post-project cumulative conditions (with project) are summarized in Table 3-15. Detailed calculations relating to the study intersections are included in the Technical Appendix of the Traffic Study. The results indicate that two of the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within

the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under future cumulative traffic conditions with the project. However, the intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour. Note that this intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects.[93]

Table 3-15
Future (2018) With Project Level of Service Summary

Intersection	Peak Hour	Future (2018) With Project Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Rosecrans Avenue and Carmenita Road	AM	D	0.859
	PM	C	0.804
2. Rosecrans Avenue and Marquardt Avenue	AM	A	0.563
	PM	A	0.561
3. Rosecrans Avenue and Valley View Avenue	AM	D	0.876
	PM	E	0.954

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

As indicated in the previous section, two of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2018 post-project cumulative traffic volumes with project. The intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour. Note that this intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects.[94]

The project's off-site traffic impact would not be considered significant at any of these intersections based on volume to capacity ratio and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F. The LOS, V/C ratio (or ICU) for the study intersections under 2018 cumulative conditions (with project as well as without project) are summarized in Table 3-16 to compare project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic (i.e., 0.003) would not exceed the significance thresholds of project-related impacts at the intersection of Rosecrans Avenue and Valley View Avenue. Since the

[93] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

[94] Ibid.

project's impact is not significant at this intersection, no mitigation measures would be necessary for the development of this project.[95]

Table 3-16
Existing (2016) and Future (2018) With Project Level of Service Summary

Intersection	Peak Hour	Future (2018) With Project Conditions	
		Level of Service (LOS)	Volume to Capacity (V/C)
1. Rosecrans Avenue and Carmenita Road	AM	D	0.859
	PM	C	0.804
2. Rosecrans Avenue and Marquardt Avenue	AM	A	0.563
	PM	A	0.561
3. Rosecrans Avenue and Valley View Avenue	AM	D	0.876
	PM	E	0.954

Source: Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

Based on the results of the traffic impact analysis, the proposed Gas Station and Convenience Store and Car Wash project would have significant impact at one of the key intersections analyzed in the surrounding roadway system. Two of the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour. This intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at this intersection beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Since the project's impact is not significant at this intersection, no mitigation measures would be necessary for the development of this project.[96]

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.

[95] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

[96] Ibid.

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 by four driveway connections: two driveway connections along Carmenita Road and two driveway connections along Rosecrans Avenue. A new meandering concrete walkway along the public right-of-way is proposed as part of the proposed project. The existing public streets will remain unchanged. As a result, no impacts will occur. The project will provide one 32-foot driveway on Carmenita Road and one 42 feet, 3 inch driveway on Rosecrans Avenue.[97]

The driveways will accommodate both ingress and egress of vehicles. However, the driveway on Rosecrans Avenue will allow only right-turn in and right-turn out movements because of raised median islands on Rosecrans Avenue. In addition, there will be one right-turn egress only driveway on Rosecrans Avenue east of the main driveway. A maximum of 42 vehicles will enter the site during the peak hour from the east by making a right turn movement. A maximum of 42 vehicles will exit the site during the peak hour to travel south and east by making a left turn movement. Similarly, a maximum of 13 vehicles will enter the site during the peak hour from the north by making a left-turn movement.[98] Adequate parking spaces will be provided on-site for the proposed gas station and convenience store and car wash project in accordance with the parking code requirements of the City of Santa Fe Springs. Surface parking will consist of 22 parking spaces. Of the total, two parking spaces will be ADA-compatible spaces.

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

[97] Crown City Engineers, Inc. *Traffic Impact Study [for the] Gas Station-Convenience Store-Car Wash, 13417 Rosecrans Avenue Santa Fe Springs, California.* September 14, 2016.

[98] Ibid.

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 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 intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour. This intersection would be operating at LOS E without the project traffic due to ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at this intersection beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Since the project's impact is not significant at this intersection, no mitigation measures would be necessary for the development of this project.

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 stormwater 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 five 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. The Los Coyotes WRP has a treatment capacity of 350 million gallons of wastewater per day and serves a population of approximately 3.5 million people. Treated wastewater is disinfected with chlorine and conveyed to the Pacific Ocean. The reclamation projects utilize pump stations from the two largest Sanitation Districts' Water Reclamation plants includes the San Jose Creek WRP in Whittier and Los Coyotes WRP in Cerritos.[99]

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. Wastewater from the car wash tunnel will be filtered through underground clarifiers prior to being discharged into the City's storm drain system. Therefore, contaminants from the wastewater will not affect the local waste discharge requirements. As indicated in Table 3-17, the future development is projected to generate 5,686 gallons of effluent on a daily basis which is well under the capacity of the aforementioned WRPs.

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

Use	Unit	Factor	Generation
Warehouse	44,593 square feet	0.01 gals/day/sq. ft.	446 gals/day
Car Wash	2,638 square feet	50 gals/vehicle(incl. reclaimed) X 100 vehicles	5,000 gals/day
Convenience Store	2,999 square feet	0.08 gals/day/sq. ft.	240 gals/day
Total Consumption			5,686 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.

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

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

As indicated in the previously, the proposed project will generate approximately 5,686 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? ● No 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 stormwater management guidelines. As a result, no impacts will occur.

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

The car wash would require approximately 5,000 gallons of water per day (100 vehicles at 50 gallons of water per vehicle) to operate with full reclamation (the reclamation will reduce overall water consumption by 50 percent). Reclamation systems in automated-conveyor car washes reclaim an average of 48 percent of the total water used. Therefore, the car wash would require approximately 5,000 gallons of water per day to operate. Table 3-18 indicates the water consumption estimated for the proposed project. The proposed project is projected to consume approximately 5,746 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand. As a result, the impacts are considered to be less than significant.

Table 3-18
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Warehouse	44,593 square feet	0.01 gals/day/sq.ft	446 gals/day
Car Wash	2,638 square feet	50 gals/vehicle(incl. reclaimed) X 100 vehicles	5,000 gals/day
Convenience Store	2,999 square feet	0.10 gals/day/sq.ft	300 gals/day
Total Consumption			5,746 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 5,746 gallons of water per day. As indicated in Section 3.17.2.A, the proposed project is anticipated to produce 5,686 gallons of effluent (wastewater) daily. The Los Coyotes WRP has a design capacity of 37.5 million gallons per day (mgd) and currently processes an average flow of 31.8 mgd. The Joint Water Pollution Control Plant (JWPCP) located in the City of Carson has a design capacity of 385 mgd and currently processes an average flow of 326.1 mgd. The Long Beach WRP has a design capacity of 25 mgd and currently processes an average flow of 20.2 mgd. As indicated in Table 3-17, the future development is projected to generate 5,686 gallons of effluent on a daily basis which is well under the capacity of the aforementioned 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.[100] 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 3-19, the future daily solid waste generation is projected to be 394 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 3-19
Solid Waste Generation (pounds/day)

Use	Unit	Factor	Generation
Warehouse	44,593 square feet	6 lbs/day/1,000 sq. ft.	268 lbs/day
Car Wash	2,638 square feet	0 lbs/day/1,000 sq. ft.	0 lbs/day
Convenience Store	2,999 square feet	42 lbs/day/1,000 sq. ft.	126 lbs/day
Total Generation			394 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.

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.

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

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.

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SECTION 4 - CONCLUSIONS

4.1 FINDINGS

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

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

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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5.2 REFERENCES

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APPENDIX A - AIR QUALITY WORKSHEETS

Carmenita Rosecrans

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	44.59	1000sqft	1.02	44,593.00	0
Convenience Market With Gas Pumps	3.00	1000sqft	0.07	2,999.00	0
Automobile Care Center	2.64	1000sqft	0.06	2,638.00	0
Parking Lot	94.00	Space	0.85	37,600.00	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 - As indicated in the IS/MND.

Construction Off-road Equipment Mitigation -

Area Mitigation - Per SCAQMD.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	10.00	43.00
tblConstructionPhase	NumDays	200.00	130.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	4.00	23.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	PhaseEndDate	12/29/2017	12/31/2017
tblConstructionPhase	PhaseEndDate	9/29/2017	9/30/2017
tblGrading	AcresOfGrading	11.50	2.00
tblGrading	AcresOfGrading	30.00	3.00
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										lb/day					
2017	28.0382	28.6607	21.6356	0.0330	6.2261	1.6074	7.7820	3.3498	1.5033	4.7813	0.0000	3,046.9628	3,046.9628	0.7519	0.0000	3,062.7536
Total	**28.0382**	**28.6607**	**21.6356**	**0.0330**	**6.2261**	**1.6074**	**7.7820**	**3.3498**	**1.5033**	**4.7813**	**0.0000**	**3,046.9628**	**3,046.9628**	**0.7519**	**0.0000**	**3,062.7536**

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	28.0382	28.6607	21.6356	0.0330	2.4964	1.6074	4.0523	1.3245	1.5033	2.7560	0.0000	3,046.9628	3,046.9628	0.7519	0.0000	3,062.7536
Total	**28.0382**	**28.6607**	**21.6356**	**0.0330**	**2.4964**	**1.6074**	**4.0523**	**1.3245**	**1.5033**	**2.7560**	**0.0000**	**3,046.9628**	**3,046.9628**	**0.7519**	**0.0000**	**3,062.7536**

	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**	**59.90**	**0.00**	**47.93**	**60.46**	**0.00**	**42.36**	**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	2.0666	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334
Energy	0.0264	0.2400	0.2016	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.9979	287.9979	5.5200e-003	5.2800e-003	289.7506
Mobile	11.7898	16.7700	77.5512	0.1427	8.8830	0.2109	9.0939	2.3736	0.1943	2.5679		11,767.9288	11,767.9288	0.4874		11,778.1642
Total	**13.8828**	**17.0102**	**77.7677**	**0.1441**	**8.8830**	**0.2292**	**9.1122**	**2.3736**	**0.2126**	**2.5862**		**12,055.9583**	**12,055.9583**	**0.4930**	**5.2800e-003**	**12,067.9481**

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	1.9361	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334
Energy	0.0264	0.2400	0.2016	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.9979	287.9979	5.5200e-003	5.2800e-003	289.7506
Mobile	11.7898	16.7700	77.5512	0.1427	8.8830	0.2109	9.0939	2.3736	0.1943	2.5679		11,767.9288	11,767.9288	0.4874		11,778.1642
Total	**13.7524**	**17.0102**	**77.7677**	**0.1441**	**8.8830**	**0.2292**	**9.1122**	**2.3736**	**0.2126**	**2.5862**		**12,055.9583**	**12,055.9583**	**0.4930**	**5.2800e-003**	**12,067.9481**

	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	0.94	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	9/30/2017	5	130	
5	Paving	Paving	10/1/2017	10/31/2017	5	22	
6	Architectural Coating	Architectural Coating	11/1/2017	12/31/2017	5	43	

Acres of Grading (Site Preparation Phase): 3

Acres of Grading (Grading Phase): 2

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 77,037; Non-Residential Outdoor: 25,679 (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	8.00	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	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	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	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Scrapers	1	8.00	361	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	36.00	14.00	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	7.00	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 - 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	2.7216	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**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**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	0.0000	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	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**		**1.6062**	**1.6062**		**1.5022**	**1.5022**	**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	0.0000	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**

3.3 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					0.1591	0.0000	0.1591	0.0172	0.0000	0.0172			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850		2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.1591**	**1.3967**	**1.5558**	**0.0172**	**1.2850**	**1.3022**		**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

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					0.0620	0.0000	0.0620	6.7000e-003	0.0000	6.7000e-003			0.0000			0.0000
Off-Road	2.5289	28.6230	17.1310	0.0238		1.3967	1.3967		1.2850	1.2850	0.0000	2,439.4360	2,439.4360	0.7474		2,455.1322
Total	**2.5289**	**28.6230**	**17.1310**	**0.0238**	**0.0620**	**1.3967**	**1.4588**	**6.7000e-003**	**1.2850**	**1.2917**	**0.0000**	**2,439.4360**	**2,439.4360**	**0.7474**		**2,455.1322**

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					6.1143	0.0000	6.1143	3.3202	0.0000	3.3202			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306		2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**6.1143**	**1.5550**	**7.6693**	**3.3202**	**1.4306**	**4.7508**		**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.0375**	**0.0472**	**0.5880**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.3934**	**114.3934**	**5.6300e-003**		**114.5116**

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					2.3846	0.0000	2.3846	1.2949	0.0000	1.2949			0.0000			0.0000
Off-Road	2.6973	28.1608	18.9679	0.0206		1.5550	1.5550		1.4306	1.4306	0.0000	2,104.5737	2,104.5737	0.6448		2,118.1153
Total	**2.6973**	**28.1608**	**18.9679**	**0.0206**	**2.3846**	**1.5550**	**3.9396**	**1.2949**	**1.4306**	**2.7255**	**0.0000**	**2,104.5737**	**2,104.5737**	**0.6448**		**2,118.1153**

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	0.0375	0.0472	0.5880	1.4200e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		114.3934	114.3934	5.6300e-003		114.5116
Total	**0.0375**	**0.0472**	**0.5880**	**1.4200e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**114.3934**	**114.3934**	**5.6300e-003**		**114.5116**

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	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998		2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**		**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

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	3.3275	22.8585	16.2492	0.0249		1.4621	1.4621		1.3998	1.3998	0.0000	2,334.8503	2,334.8503	0.5189		2,345.7479
Total	**3.3275**	**22.8585**	**16.2492**	**0.0249**		**1.4621**	**1.4621**		**1.3998**	**1.3998**	**0.0000**	**2,334.8503**	**2,334.8503**	**0.5189**		**2,345.7479**

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	1.6402	16.4619	12.0566	0.0176		1.0230	1.0230		0.9423	0.9423		1,777.4745	1,777.4745	0.5344		1,788.6966
Paving	0.1012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7414**	**16.4619**	**12.0566**	**0.0176**		**1.0230**	**1.0230**		**0.9423**	**0.9423**		**1,777.4745**	**1,777.4745**	**0.5344**		**1,788.6966**

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	1.6402	16.4619	12.0566	0.0176		1.0230	1.0230		0.9423	0.9423	0.0000	1,777.4745	1,777.4745	0.5344		1,788.6966
Paving	0.1012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7414**	**16.4619**	**12.0566**	**0.0176**		**1.0230**	**1.0230**		**0.9423**	**0.9423**	**0.0000**	**1,777.4745**	**1,777.4745**	**0.5344**		**1,788.6966**

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	27.6796					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	**28.0119**	**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	27.6796					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	**28.0119**	**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	11.7898	16.7700	77.5512	0.1427	8.8830	0.2109	9.0939	2.3736	0.1943	2.5679		11,767.9288	11,767.9288	0.4874		11,778.1642
Unmitigated	11.7898	16.7700	77.5512	0.1427	8.8830	0.2109	9.0939	2.3736	0.1943	2.5679		11,767.9288	11,767.9288	0.4874		11,778.1642

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	163.56	163.56	163.56	219,092	219,092
Convenience Market With Gas Pumps	2,535.95	4,343.54	3545.06	1,753,820	1,753,820
General Light Industry	310.81	58.86	30.32	1,039,539	1,039,539
Parking Lot	0.00	0.00	0.00		
Total	3,010.32	4,565.96	3,738.94	3,012,451	3,012,451

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
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28
Convenience Market With Gas	16.60	8.40	6.90	0.80	80.20	19.00	14	21	65
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

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	0.0264	0.2400	0.2016	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.9979	287.9979	5.5200e-003	5.2800e-003	289.7506
NaturalGas Unmitigated	0.0264	0.2400	0.2016	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.9979	287.9979	5.5200e-003	5.2800e-003	289.7506

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					
Convenience Market With Gas Pumps	13.9679	1.5000e-004	1.3700e-003	1.1500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.6433	1.6433	3.0000e-005	3.0000e-005	1.6533
General Light Industry	2298.07	0.0248	0.2253	0.1893	1.3500e-003		0.0171	0.0171		0.0171	0.0171		270.3608	270.3608	5.1800e-003	4.9600e-003	272.0062
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
Automobile Care Center	135.947	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9938	15.9938	3.1000e-004	2.9000e-004	16.0911
Total		**0.0264**	**0.2400**	**0.2016**	**1.4400e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**		**287.9979**	**287.9979**	**5.5200e-003**	**5.2800e-003**	**289.7506**

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					
Convenience Market With Gas Pumps	0.0139679	1.5000e-004	1.3700e-003	1.1500e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.6433	1.6433	3.0000e-005	3.0000e-005	1.6533
General Light Industry	2.29807	0.0248	0.2253	0.1893	1.3500e-003		0.0171	0.0171		0.0171	0.0171		270.3608	270.3608	5.1800e-003	4.9600e-003	272.0062
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
Automobile Care Center	0.135947	1.4700e-003	0.0133	0.0112	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003		15.9938	15.9938	3.1000e-004	2.9000e-004	16.0911
Total		**0.0264**	**0.2400**	**0.2016**	**1.4400e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**		**287.9979**	**287.9979**	**5.5200e-003**	**5.2800e-003**	**289.7506**

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	1.9361	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334
Unmitigated	2.0666	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334

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	0.3261					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7390					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4300e-003	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334
Total	**2.0666**	**1.4000e-004**	**0.0149**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0316**	**0.0316**	**9.0000e-005**		**0.0334**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1957					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.7390					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4300e-003	1.4000e-004	0.0149	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0316	0.0316	9.0000e-005		0.0334
Total	**1.9361**	**1.4000e-004**	**0.0149**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0316**	**0.0316**	**9.0000e-005**		**0.0334**

7.0 Water Detail

7.1 Mitigation Measures Water

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

TRAFFIC IMPACT STUDY

GAS STATION-CONVENIENCE STORE-CAR WASH

13417 ROSECRANS AVENUE

SANTA FE SPRINGS, CALIFORNIA

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Prepared for

CITY OF SANTA FE SPRINGS

PLANNING AND DEVELOPMENT DEPARTMENT

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♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦♦

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Registered Traffic Engineer

November 21, 2016

CCE2016-16 PBL/MYR

TRAFFIC IMPACT STUDY
GAS STATION-CONVENIENCE STORE-CAR WASH
13417 ROSECRANS AVENUE
SANTA FE SPRINGS, CALIFORNIA

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PREPARER'S CERTIFICATION

TRAFFIC IMPACT STUDY

GAS STATION-CONVENIENCE STORE-CAR WASH

13417 ROSECRANS AVENUE

SANTA FE SPRINGS, CALIFORNIA

This is to certify that the above titled traffic study has been prepared under the supervision of Patrick B. Lang, P.E, a Professional Traffic Engineer, registered in the State of California.

_____	11-21-2016	_____
Patrick B. Lang, P.E,	Date	Professional Engineer's Stamp
Registration #: TR-875		

TRAFFIC IMPACT STUDY

GAS STATION-CONVENIENCE STORE-CAR WASH

13417 ROSECRANS AVENUE

SANTA FE SPRINGS, CALIFORNIA

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed construction of a 12-pumping position gas station with a 3,213-square foot convenience store and 2,653-square foot car wash facility in the City of Santa Fe Springs, California. The proposed project will be located at 13417 Rosecrans Avenue within a 0.97-acre area (42,234-square foot) of Light Manufacturing (M-1) Zoning District.

The following are the key objectives of the study:

- Documentation of existing 2016 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2018) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The study included evaluation of the following five key signalized intersections in the general vicinity of the site:

- Rosecrans Avenue and Carmenita Road
- Rosecrans Avenue and Marquardt Avenue
- Rosecrans Avenue and Valley View Avenue
- Rosecrans Avenue and Shoemaker Avenue
- Imperial Highway and Carmenita Road

The Gas Station-Convenience Store-Car Wash project is estimated to generate a total of approximately 1,834 new two-way passenger car trips per day, with 143 trips during the AM peak hour (73 inbound and 70 outbound), and 168 trips during the PM peak hour (84 inbound and 84 outbound).

Adequate parking spaces will be provided on-site for the proposed Gas Station-Convenience Store-Car Wash project in accordance with the parking code requirements of the City of Santa Fe Springs. Surface parking will consist of 22 parking spaces plus 1 loading area. Of the total, 2 parking spaces will be ADA compatible spaces.

Based on the results of the traffic impact analysis, the proposed Gas Station-Convenience Store-Car Wash project would have significant impact at one of the key intersections analyzed in the surrounding roadway system. Two of the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour, the intersection of Rosecrans Avenue and Shoemaker Avenue is expected to operate at a deficient LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is expected to operate at a deficient LOS F during the PM peak hour. These 3 intersections would be operating at LOS E or F without the project traffic due to ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Since the project's impact is not significant at the study intersections, no mitigation measures would be necessary for the development of this project.

TRAFFIC IMPACT STUDY

GAS STATION-CONVENIENCE STORE-CAR WASH

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INTRODUCTION

The purpose of this traffic impact analysis is to evaluate the impacts on traffic circulation system due to the proposed construction of a 12-pumping position gas station with a 3,213-square foot convenience store and 2,653-square foot car wash facility in the City of Santa Fe Springs, California. The proposed project will be located at 13417 Rosecrans Avenue within a 0.97-acre area (42,234-square foot) of Light Manufacturing (M-1) Zoning District.

The following are the key objectives of the study:

- Documentation of existing 2016 traffic conditions in the vicinity of the site.
- Determination of Project Opening Year (2018) traffic conditions and level of service (LOS) without and with the project.
- Determination of project related impacts to the circulation system, and
- Identification of mitigation measures to reduce any significant impacts to a level of insignificance.

The report provides data regarding existing operational characteristics of traffic in the general vicinity of the project, as well as an analysis of the proposed project's impacts to these existing and anticipated future traffic conditions. The report identifies and quantifies the impacts at key intersections and attempts to address the most appropriate and reasonable mitigation strategies at any impacted intersections which are identified to be operating at a deficient level of service.

This report investigates existing 2016 and anticipated future 2018 opening year traffic operating conditions. The study has been prepared per City of Santa Fe Springs' latest Traffic Impact Study Guidelines.

REPORT METHODOLOGY

STUDY APPROACH

This report approaches the task of identifying and quantifying the anticipated impacts to the circulation system with a structured, "building block" methodology. The first step is to inventory and quantify existing conditions. Upon this foundation of fact, a travel forecast model, based on physical and operational characteristics of road network and manual observation of peak hour traffic movements, is structured for the entire project area and calibrated manually, by adjusting any traffic flow inconsistency, to produce reliable output, verifiable with the existing data. With the project traffic calculated and distributed onto the study area, at the anticipated opening year of the project in 2018, the travel forecast methodology is utilized to assess the project's traffic impacts at that time. The methodology utilizes a growth factor for traffic based upon regional guidelines, any other projects in the project vicinity, as well as the traffic anticipated to be introduced from the proposed project to produce the travel forecast and level-of-service data for the future target year.

The trip generation estimate is based on the 9th edition of Institute of Transportation Engineers (ITE)'s "Trip Generation" manual. Research and interviews have been conducted with local and regional agencies in order to identify and characterize the most probable trip distribution patterns within the study area.

Project impacts are identified for the future year 2018 conditions. At those intersections operating deficiently (e.g., at a level worse than LOS D) and significantly impacted by the proposed project, a mitigation measure is identified and applied, and a before-and-after mitigation analysis conducted.

LEVEL OF SERVICE CRITERIA

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces.

A complete description of the meaning of level of service can be found in the Highway Research Board's Special Report 209 titled *Highway Capacity Manual*. The manual establishes the definitions for levels of service A through F. Brief descriptions of the six

levels of service, as extracted from the manual, are listed in **Table 1.** The thresholds of level of service for signalized and unsignalized intersections are shown in **Table 2**.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

For the study area intersections, the Intersection Capacity Utilization (ICU) procedure has been utilized to determine intersection levels of service. Levels of service are presented for the entire intersection, consistent with the local and regional agency policies.

While the level of service concept and analysis methodology provides an indication of the performance of the entire intersection, the single letter grade A through F cannot describe specific operational deficiencies at intersections. Progression, queue formation, and left-turn storage are examples of the operational issues that affect the performance of an intersection, but do not factor into the strict calculation of level of service. However, it provides a volume to capacity (V/C) ratio that is more meaningful when identifying a project's impact and developing mitigation measures. Therefore, this V/C ratio information is included in describing an intersection's operational performance under various scenarios.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

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 approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
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 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 restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

TABLE 2
LEVEL OF SERVICE CRITERIA

Level of Service	Two-Way or All-Way Stop Controlled Intersection Average Delay per Vehicle (sec)	Signalized Intersection Average Delay per Vehicle (sec)	Volume to Capacity (V/C) Ratio
A	0 - 10	< or = 10	0 – 0.60
B	> 10 - 15	> 10 - 20	> 0.60 – 0.70
C	> 15 - 25	> 20 - 35	> 0.70 - 0.80
D	> 25 - 35	> 35 - 55	> 0.80 – 0.90
E	> 35 - 50	> 55 - 80	> 0.90 – 1.00
F	> 50	> 80 or a V/C ratio equal to or greater than 1.0	> 1.00

EXISTING ROADWAY SYSTEM AND TRAFFIC VOLUMES

EXISTING CIRCULATION NETWORK

In order to assess future operating conditions both with and without the proposed project, existing traffic conditions within the study area were evaluated.

Figure 1, Vicinity Map, illustrates the existing circulation network within the study area as well as the location of the proposed project. **Figure 2** shows an aerial view of the circulation network. Major east-west regional access to the site is provided by Rosecrans Avenue. Major north-south regional access is provided by Carmenita Road.

FIGURE 1: VICINITY MAP

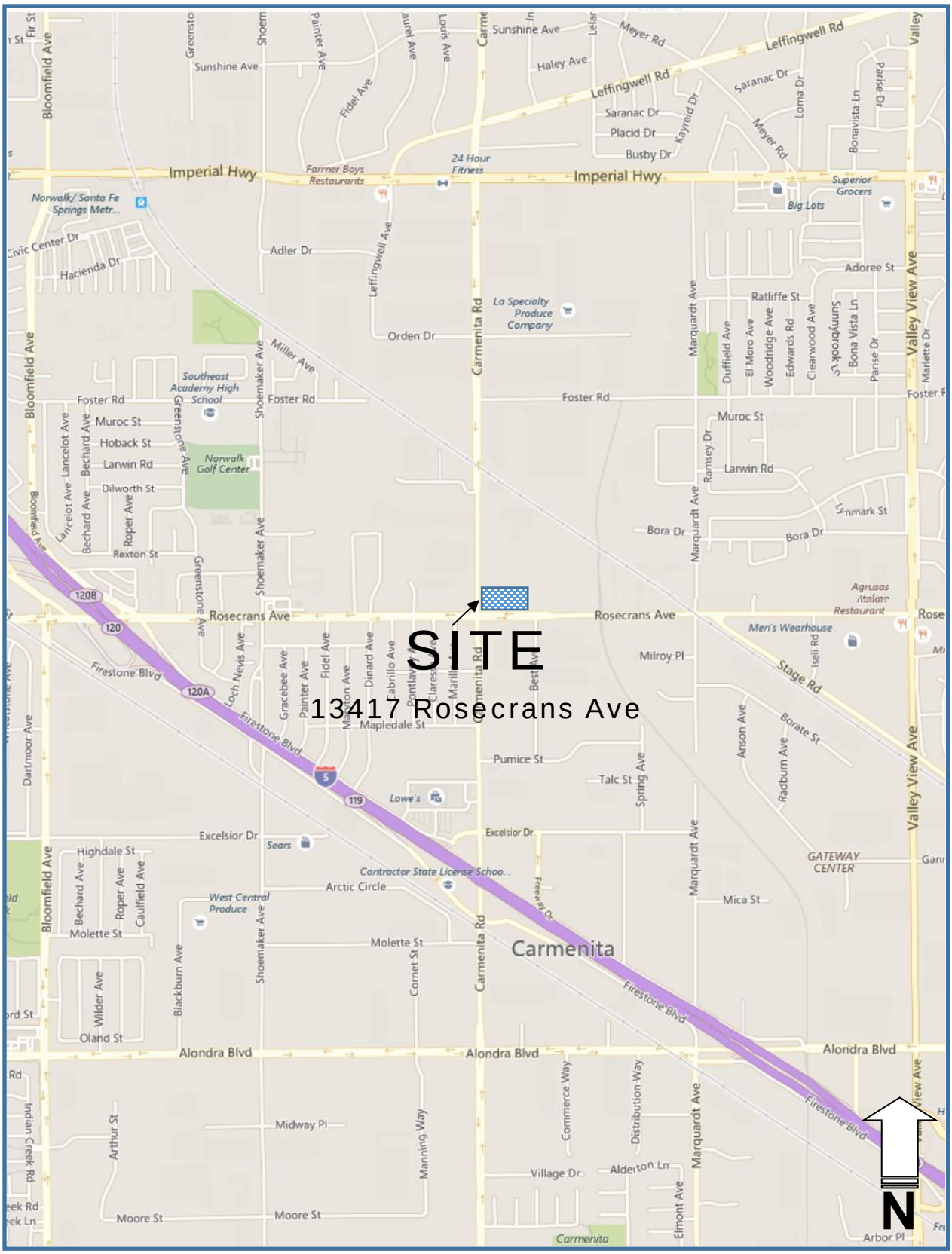
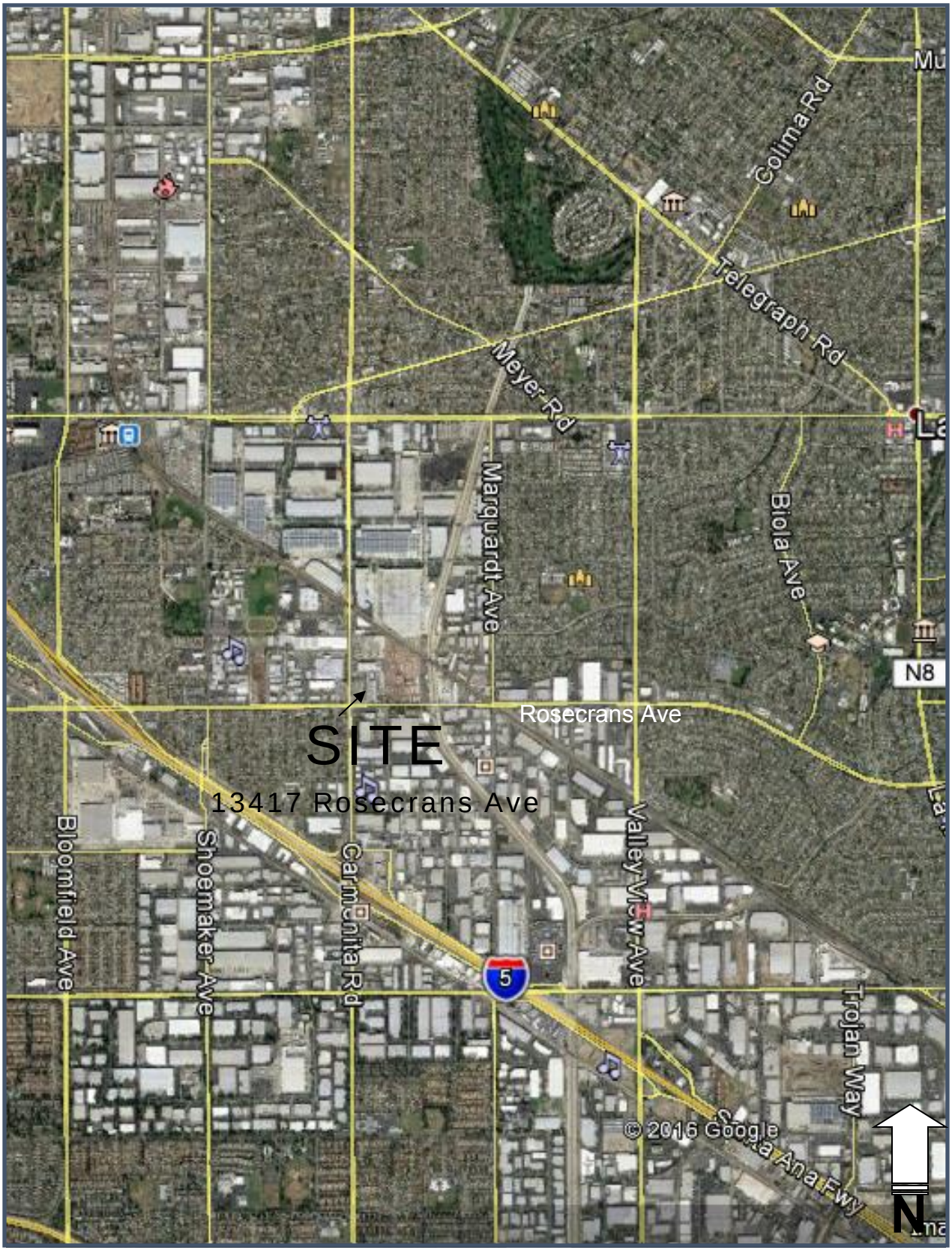


FIGURE 2: AERIAL VIEW OF CIRCULATION NETWORK



The project would provide one full-access driveway on Carmenita Road and one full-access driveway plus one egress only driveway on Rosecrans Avenue. The following paragraphs provide a brief description of the existing roadways which comprise the circulation network of the study area, providing a majority of both regional and local access to the project.

ROSECRANS AVENUE. Rosecrans Avenue is an east-west major arterial street in the vicinity of the project, with three travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 80 feet wide and posted with a speed limit of 40 miles per hour. Most of the key intersections along Rosecrans Avenue, including the intersection of Rosecrans Avenue and Carmenita Road, Rosecrans Avenue and Valley View Avenue, and Rosecrans Avenue and Marquardt Avenue, are signalized. Exclusive left-turn lanes are provided at major intersections. On-street parking is not permitted along the sides of the street. Estimated average daily volume on Rosecrans Avenue in the vicinity is approximately 22,170 vehicles per day (assuming PM peak hour volume counted on Rosecrans Avenue represents approximately 10% of its average daily traffic volume).

VALLEY VIEW AVENUE. Valley View Avenue is a major north-south arterial street with two travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 80 feet wide and posted with a speed limit of 45 miles per hour. Most of the key intersections along Valley View Avenue are signalized. Parking is not permitted along the sides of the street. The average daily volume on Valley View Avenue is approximately 26,690 vehicles per day (assuming PM peak hour volume counted on Valley View Avenue represents approximately 10% of its average daily traffic volume).

MARQUARDT AVENUE. Marquardt Avenue is a major north-south secondary arterial highway with one travel lane in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 60 feet wide and posted with a speed limit of 40 miles per hour north of Rosecrans Avenue, and 35 miles per hour south of Rosecrans Avenue. Most intersections of Marquardt Avenue are signalized. Parking is not permitted along the sides of the street. The average daily volume on Marquardt Avenue is approximately 4,090 vehicles per day (assuming PM peak hour volume counted on Marquardt Avenue represents approximately 10% of its average daily traffic volume).

CARMENITA ROAD. Carmenita Road is a major north-south arterial street in the project area, with two travel lanes in each direction. Directional travel is separated by raised median islands at the major intersections and a two-way left-turn lane along the center. The street is approximately 84 feet wide and posted with a speed limit of 45 miles per hour north of Rosecrans Avenue, and 40 miles per hour south of Rosecrans Avenue. Most intersections of Carmenita Road are signalized. Parking is not permitted along the sides of the street. The average daily volume on Carmenita Road, in the vicinity of the project is approximately 26,620 vehicles per day (assuming PM peak hour volume

counted on Stage Road represents approximately 10% of its average daily traffic volume).

EXISTING TRAFFIC VOLUMES

For the purpose of evaluating existing operating conditions as well as future operating conditions with and without the proposed project, the study area was carefully selected in accordance with local traffic study guidelines. Manual turning movement counts for the selected intersections were collected in the field for the morning and evening peak periods during the month of August and November, 2016. The intersections were counted during the peak hours of 7:00 to 9:00 AM and 4:00 to 6:00 PM. It was determined that the following key intersections would be analyzed in the study:

- Rosecrans Avenue and Carmenita Road
- Rosecrans Avenue and Marquardt Avenue
- Rosecrans Avenue and Valley View Avenue
- Rosecrans Avenue and Shoemaker Avenue
- Imperial Highway and Carmenita Road

Existing lane configurations at the key intersections are shown in **Figure 3**. Existing turning movement counts for AM and PM peak hour conditions are shown in **Figure 4.** Detailed turning movement counts are included in the Technical Appendix of this report.

EXISTING 2016 TRAFFIC CONDITIONS

Year 2016 existing traffic conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. **Table 3** presents existing condition intersection level of service (LOS) analysis summary. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

Based on the results of this analysis, three of the study intersections are operating at an acceptable LOS D or better during the AM and PM peak hours. The intersection of Rosecrans Avenue and Valley View Avenue is operating at LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is operating at LOS F during the PM peak hour, as shown in **Table 3**.

FIGURE 3: EXISTING LANE CONFIGURATION AT KEY INTERSECTIONS

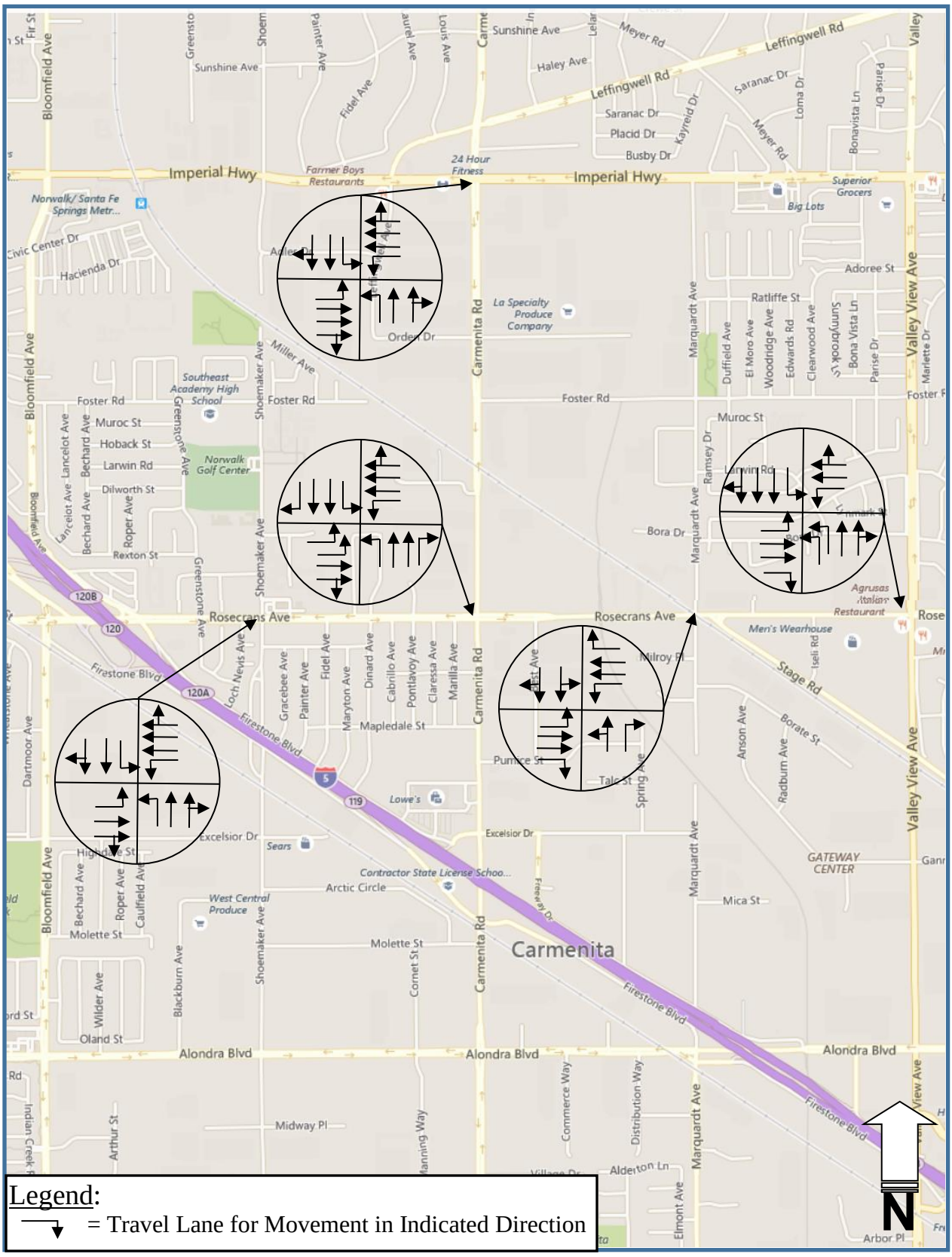


FIGURE 4: EXISTING 2016 TRAFFIC VOLUMES AT KEY INTERSECTIONS

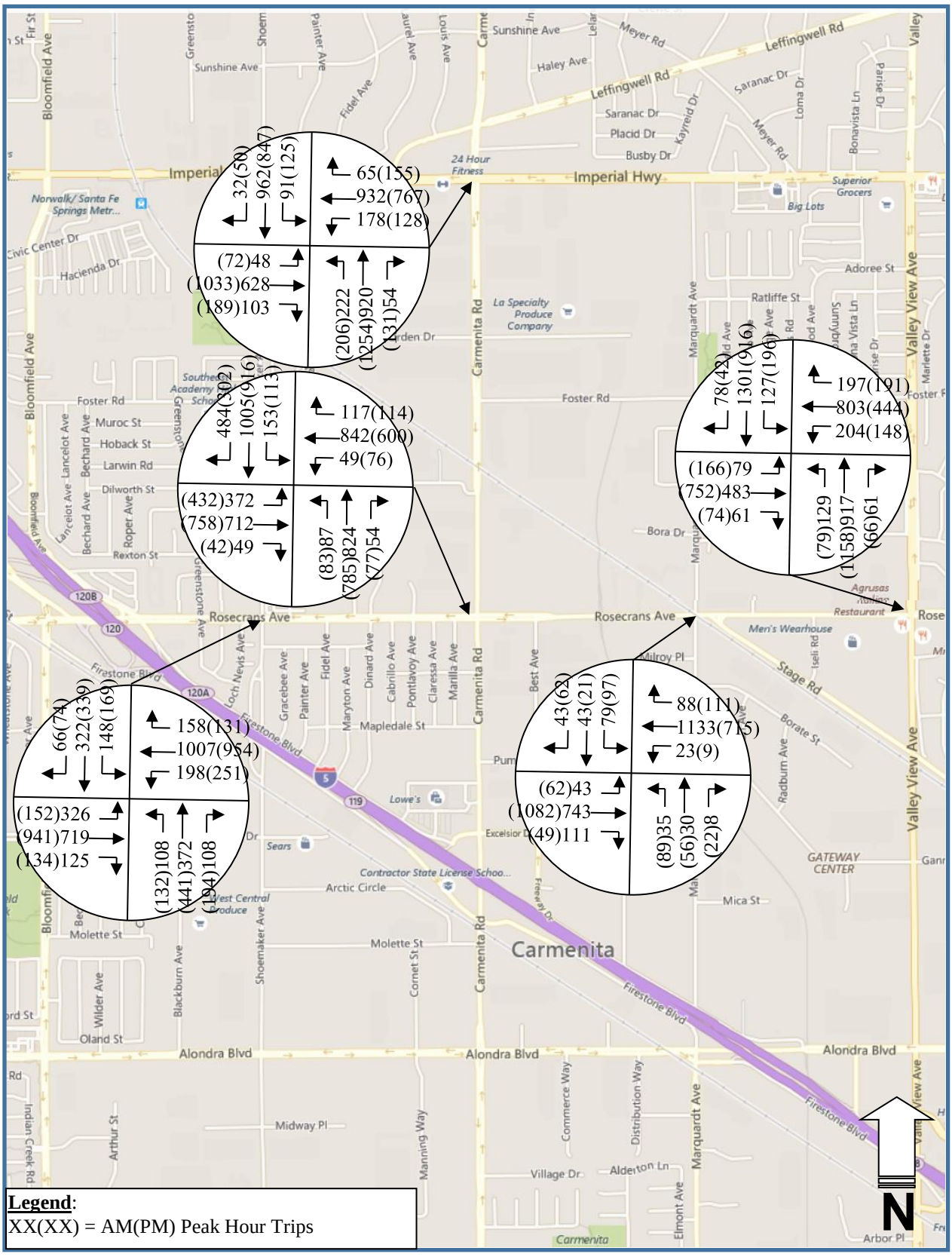


TABLE 3
EXISTING CONDITIONS (2016) LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Existing 2016 Conditions	
		LOS	V/C
1. Rosecrans Avenue and Carmenita Road	AM PM	C C	0.797 0.737
2. Rosecrans Avenue and Marquardt Avenue	AM PM	A A	0.533 0.534
3. Rosecrans Avenue and Valley View Avenue	AM PM	D E	0.847 0.931
4. Rosecrans Avenue and Shoemaker Avenue	AM PM	C D	0.789 0.897
5. Imperial Highway and Carmenita Road	AM PM	C F	0.801 1.073

OPENING YEAR 2018 PRE-PROJECT CONDITIONS

A 1.0 percent per year annual traffic growth rate was applied to existing traffic volumes to create a 2018 base condition (i.e., a factor of 1.02 was applied to 2016 volumes to obtain 2018 base traffic volumes due). This annual traffic growth rate accounts for the population growth within the study area and traffic from any other minor projects to be developed in the study area.

Per City's records, there are twenty-five (25) other related projects located in the vicinity of the project that will contribute to cumulative traffic volumes with the development of this project.

The locations of these related projects are shown in **Figure 5**.

Trip generation estimates for these related projects were developed by using nationally recognized and recommended rates contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

Table 4 shows a summary of trip generation estimates for the related projects. It is estimated that the related projects will generate approximately 13,378 trips per average day (6,689 inbound and 6,689 outbound). The average weekday net new peak hour trips will be approximately 1,239 trips during the AM peak hour (886 inbound and 353 outbound), and 1,157 trips during the PM peak hour (320 inbound and 837outbound).

The projected peak hour traffic volumes from these projects were added to existing traffic volumes with ambient growth at the study intersections to represent a 2018 pre-project traffic condition for the AM and PM peak hours. **Figure 6** shows future 2018 pre-project traffic volumes at the study intersections.

This pre-project traffic condition was evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2018 pre-project conditions (without project) are shown in **Table 5**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

As the results indicate, two of the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours. However, the intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour, the intersection of Rosecrans Avenue and Shoemaker Avenue is expected to operate at a deficient LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is expected to operate at a deficient LOS F during the PM peak hour.

FIGURE 5: RELATED PROJECT LOCATIONS

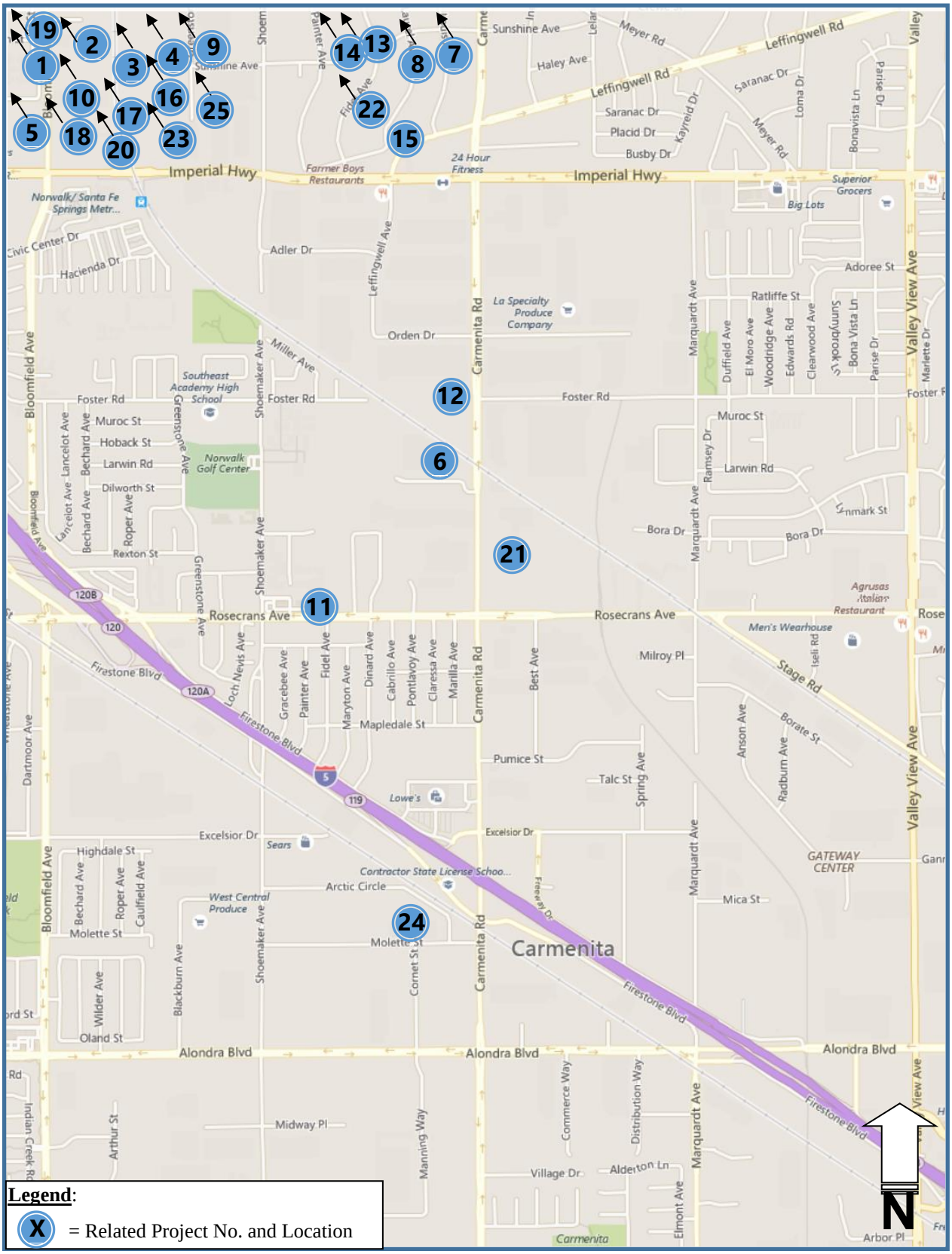


TABLE 4

TRIP GENERATION BY RELATED PROJECTS

Land Use (ITE Code)	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
Related Project 1: 9630 Norwalk Blvd. 41,000 sf Industrial (McMaster Car Expansion)															
W/Hse (150)	41.000 KSF	3.56	0.30	79%	21%	0.32	25%	75%	175	12	3	15	4	12	16
Related Project 2: 9830 Jersey Av., 9841-9851 Alburtis Av.: 50-Unit Multi-Family Residential (Keana Develop)															
Apts (220)	50 DU	6.65	0.51	20%	80%	0.62	65%	35%	333	5	20	26	20	11	31
Related Project 3: 11904 Washington Blvd.: 58,330 sf Industrial (Xebec Realty Partners)															
W/Hse (150)	58.330 KSF	3.56	0.30	79%	21%	0.32	25%	75%	249	17	4	21	6	17	22
Related Project 4: 12130 Altamar Place: 63,500 sf Industrial (Chalmers Corp.)															
W/Hse (150)	63.500 KSF	3.56	0.30	79%	21%	0.32	25%	75%	271	18	5	23	6	18	24
Related Project 5: 12345 Lakeland Rd.: 1,210,800 sf Industrial (Goodman Britcher)															
W/Hse (150)	1210.8 KSF	3.56	0.30	79%	21%	0.32	25%	75%	5,173	344	92	436	116	349	465
Related Project 6: 13341 Cambridge St.: 185,060 sf Industrial (Cambridge Springs, LLC)															
W/Hse (150)	185.06 KSF	3.56	0.30	79%	21%	0.32	25%	75%	791	53	14	67	18	53	71
Related Project 7: 13225 Telegraph Rd.: 3,200 sf Commercial (Salt and Pepper Restaurant)															
Splty Retail (814)	3.200 KSF	44.34	6.84	48%	52%	2.71	44%	56%	142	11	11	22	4	5	9
Related Project 8: 9951 Greenleaf Av.: 38,000 sf Industrial (Durable Properties)															
W/Hse (150)	38.000 KSF	3.56	0.30	79%	21%	0.32	25%	75%	162	11	3	14	4	11	15
Related Project 9: 8201 Sorenson Av.: 223,091 sf Industrial (ProLogis)															
W/Hse (150)	223.09 KSF	3.56	0.30	79%	21%	0.32	25%	75%	953	63	17	80	21	64	86
Related Project 10: 9010-9016 Norwalk Blvd.: 20,000 sf Industrial (UWS)															
W/Hse (150)	20.000 KSF	3.56	0.30	79%	21%	0.32	25%	75%	85	6	2	7	2	6	8

TABLE 4 (Contd)
TRIP GENERATION BY RELATED PROJECTS

Related Project 11: 13101-13123 Rosecrans Av.: 231,751 sf Industrial (Bridge Development)															
W/Hse (150)	231.75 KSF	3.56	0.30	79%	21%	0.32	25%	75%	990	66	18	83	22	67	89
Related Project 12: 13473 Carmenita Rd.: 13,885 sf Commercial (Carmenita Plaza, LLC)															
Splty Retail (814)	13.885 KSF	44.34	6.84	48%	52%	2.71	44%	56%	616	46	49	95	17	21	38
Related Project 13: SEC Telegraph Rd/Painter Av.: 41,340 sf Industrial (Overton Moore)															
W/Hse (150)	41.340 KSF	3.56	0.30	79%	21%	0.32	25%	75%	177	12	3	15	4	12	16
Related Project 14: SEC Telegraph Rd/Painter Av.: 18,557 sf Commercial (ALDI)															
Splty Retail (814)	18.557 KSF	44.34	6.84	48%	52%	2.71	44%	56%	823	61	66	127	22	28	50
Related Project 15: 11529 Greenstone Av.: 53,190 sf Industrial (Maruichi American Corp.)															
W/Hse (150)	53.190 KSF	3.56	0.30	79%	21%	0.32	25%	75%	227	15	4	19	5	15	20
Related Project 16: SEC Dice Rd/Altamar Av.: 49,000 sf Industrial (Marquez Revocable Living Trust)															
W/Hse (150)	49.000 KSF	3.56	0.30	79%	21%	0.32	25%	75%	209	14	4	18	5	14	19
Related Project 17: 12215 Slauson Av.: 920 sf Commercial (Azar Event Center)															
Splty Retail (814)	0.920 KSF	44.34	6.84	48%	52%	2.71	44%	56%	41	3	3	6	1	1	2
Related Project 18: 9911 Romandel Av.: 21,563 sf Industrial (Roy Furuto & Associates)															
W/Hse (150)	21.563 KSF	3.56	0.30	79%	21%	0.32	25%	75%	92	6	2	8	2	6	8
Related Project 19: 8312 Allport Av.: 8,926 sf Industrial (Roy Furuto & Associates)															
W/Hse (150)	8.926 KSF	3.56	0.30	79%	21%	0.32	25%	75%	38	3	1	3	1	3	3
Related Project 20: 9615 Norwalk Blvd.: 200,150 sf Industrial (Rexford Industrial)															
W/Hse (150)	200.15 KSF	3.56	0.30	79%	21%	0.32	25%	75%	855	57	15	72	19	58	77
Related Project 21: 14114 Carmenita Rd.: 42,594 sf Industrial (Roy Furuto & Associates)															
W/Hse (150)	42.594 KSF	3.56	0.30	79%	21%	0.32	25%	75%	182	12	3	15	4	12	16

TABLE 4 (Contd)
TRIP GENERATION BY RELATED PROJECTS

Related Project 22: 12636 Los Nietos Rd.: 42,594 sf Industrial (Roy Furuto & Associates)															
W/Hse (150)	42.594 KSF	3.56	0.30	79%	21%	0.32	25%	75%	182	12	3	15	4	12	16
Related Project 23: 11756-11770 Burke St.: 79,252 sf Industrial (Burke Real Estate Group)															
W/Hse (150)	79.252 KSF	3.56	0.30	79%	21%	0.32	25%	75%	339	23	6	29	8	23	30
Related Project 24: 13360 Mollette St.: 15,098 sf Industrial (Ore International, Inc.)															
W/Hse (150)	15.098 KSF	3.56	0.30	79%	21%	0.32	25%	75%	64	4	1	5	1	4	6
Related Project 25: 9211 Sorensen Av.: 49,000 sf Industrial (OC Engineering)															
W/Hse (150)	49.000 KSF	3.56	0.30	79%	21%	0.32	25%	75%	209	14	4	18	5	14	19
TOTAL									13,378	886	353	1,239	320	837	1,157

Note: All rates are average rates. For all industrial uses, rates for warehouse were applied and 20% of trips were assumed to be trucks trips, which were converted into passenger car equivalents (PCE), i.e 1 truck = 2 passenger cars. For all commercial uses, rates for specialty retail center were applied.

[Ref: Institute of Transportation Engineers (ITE)'s "Trip Generation", 9th Edition, 2009]

FIGURE 6: DISTRIBUTION OF RELATED PROJECTS' TRAFFIC

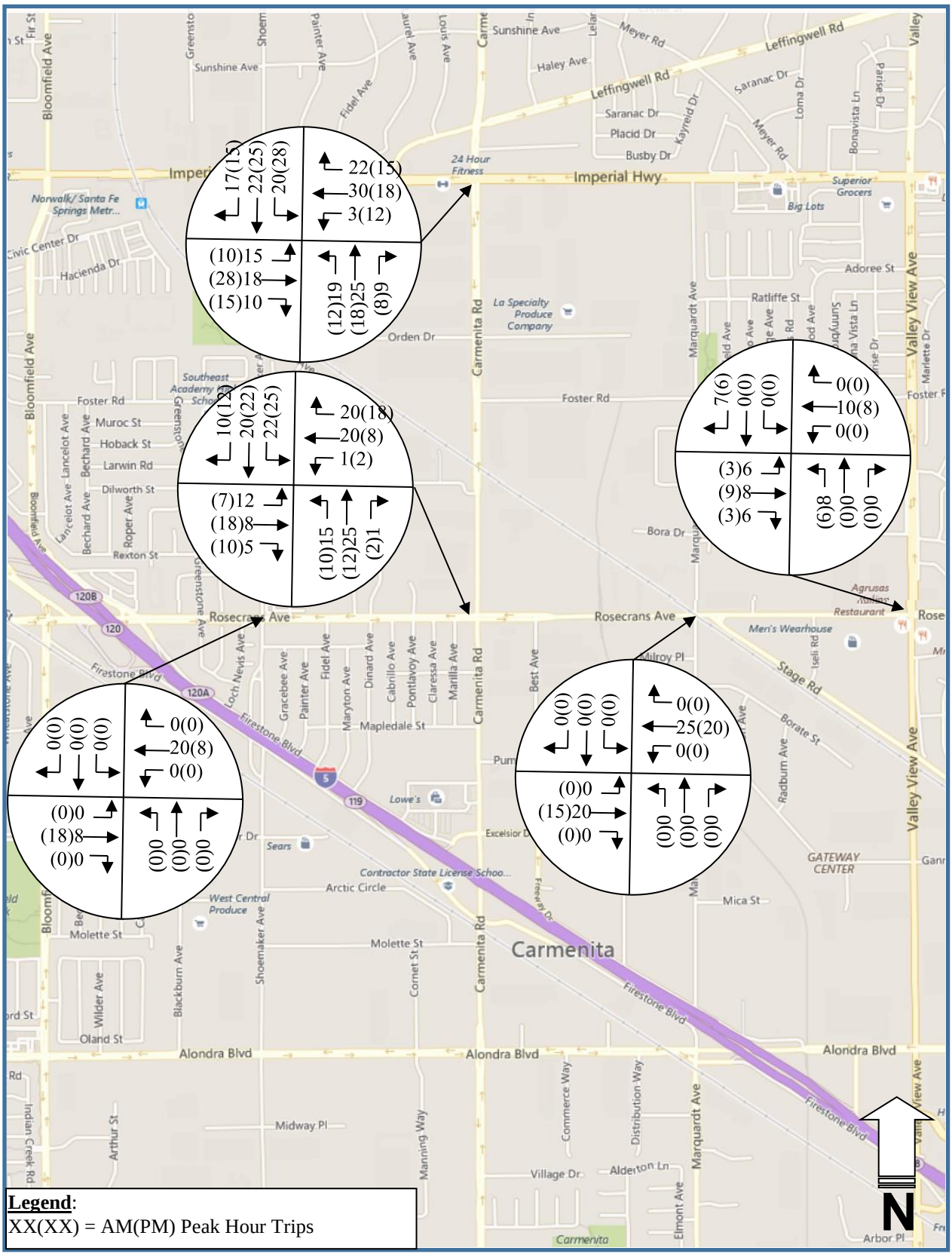


FIGURE 7: FUTURE 2018 PRE-PROJECT TRAFFIC VOLUMES

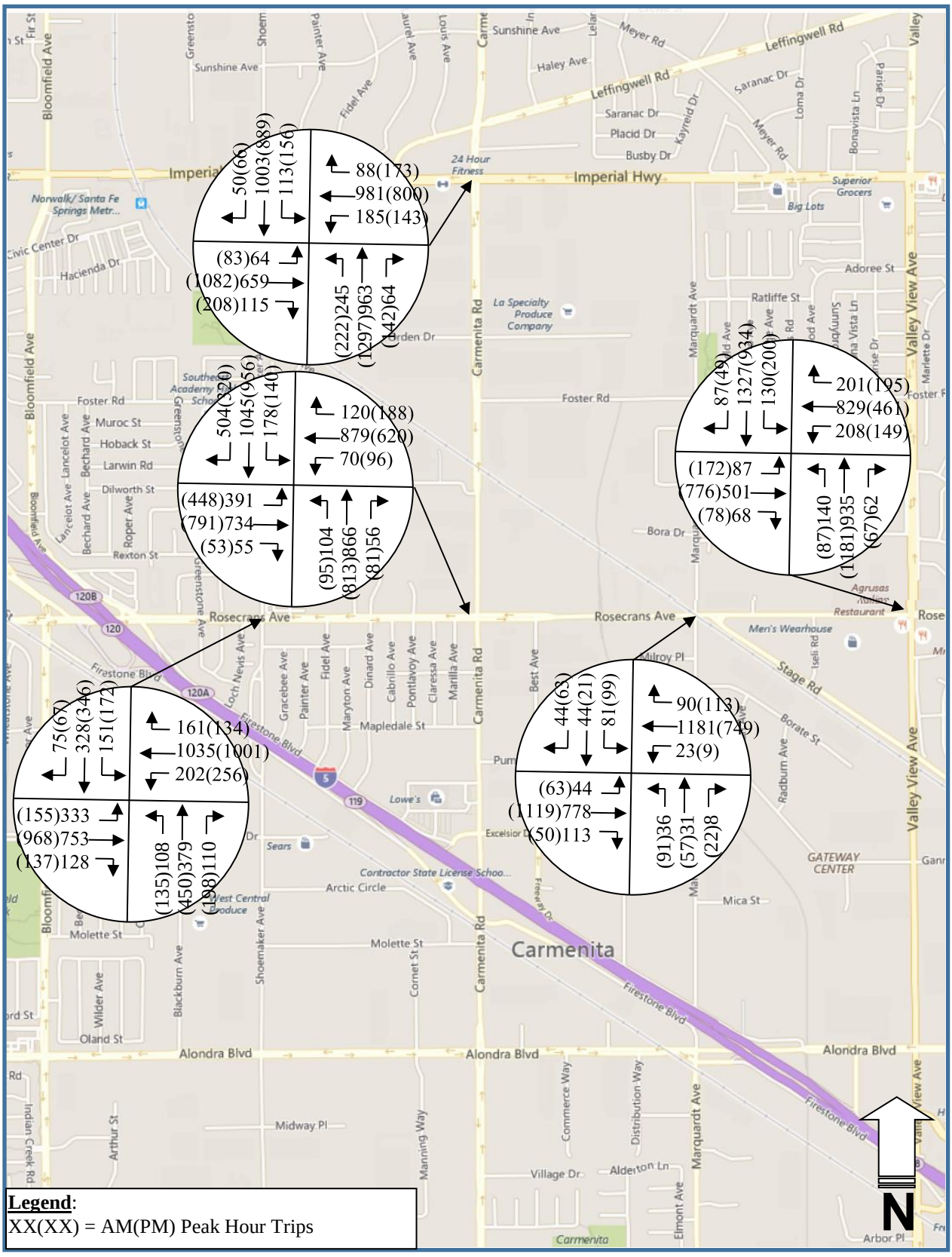


TABLE 5
2018 PRE-PROJECT FUTURE CONDITIONS LEVEL OF SERVICE SUMMARY

Intersection	Peak Hour	Future 2018 Conditions Without Project	
		LOS	V/C
1. Rosecrans Avenue and Carmenita Road	AM PM	D C	0.836 0.782
2. Rosecrans Avenue and Marquardt Avenue	AM PM	A A	0.549 0.548
3. Rosecrans Avenue and Valley View Avenue	AM PM	D E	0.869 0.951
4. Rosecrans Avenue and Shoemaker Avenue	AM PM	D E	0.804 0.915
5. Imperial Highway and Carmenita Road	AM PM	D F	0.849 1.139

PROPOSED PROJECT

PROJECT DESCRIPTION

The proposed gas station-convenience store-car wash development consists of constructing a 12-pumping position gas station with a 3,213-square foot convenience store and a 2,653-square foot car wash facility in the City of Santa Fe Springs, California. The proposed project will be located at 13417 Rosecrans Avenue within a 0.97-acre area (42,234-square foot) of Light Manufacturing (M-1) Zoning District.

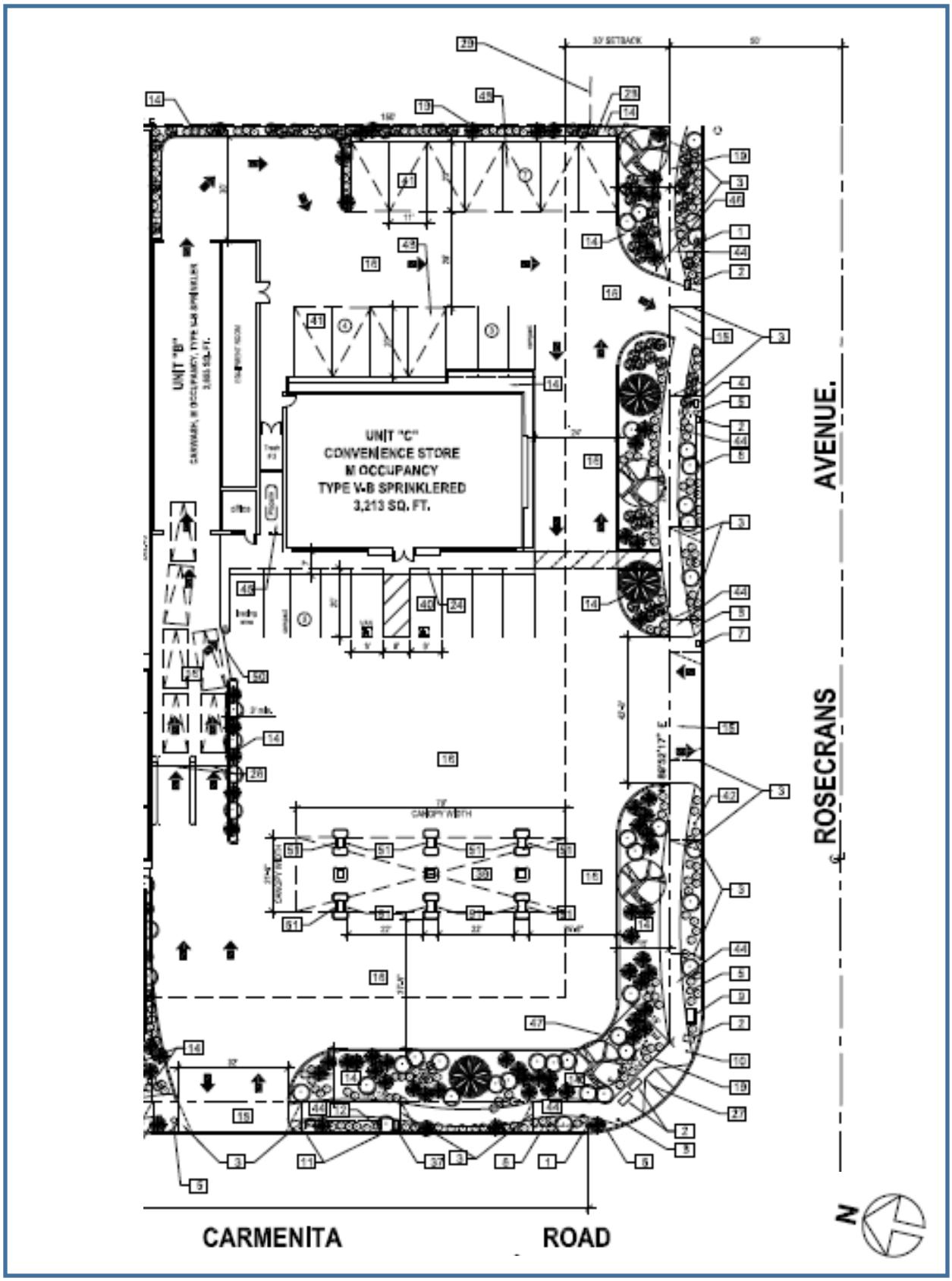
The project site is currently occupied by a vacant structure which will be demolished prior to construction of the project.

Vehicular access to the project site will be provided by one 32-foot driveway on Carmenita Road and one 42'-3" driveway on Rosecrans Avenue. The driveways will accommodate both ingress and egress of vehicles. However, the driveway on Rosecrans Avenue will allow only right turn in and right turn out movements because of raised median islands on Rosecrans Avenue. In addition, there will be one right-turn egress only driveway on Rosecrans Avenue east of the main driveway.

Surface parking will consist of 22 parking spaces. Of the total, 2 parking spaces will be ADA-compatible spaces.

Figure 8 shows the proposed site plan for the project.

FIGURE 8: PROJECT SITE PLAN



PROJECT TRIP GENERATION

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

Table 6 shows a summary of trip generation estimates for the project. It is estimated that the project will generate approximately 1,834 vehicular trips per average day (917 inbound and 917 outbound). The average weekday new peak hour trips will be approximately 143 trips during the AM peak hour (73 inbound and 70 outbound), and 168 trips during the PM peak hour (84 inbound and 84 outbound).

TRIP DISTRIBUTION AND ASSIGNMENT

Arrival and departure distribution patterns for project-generated traffic were estimated based upon a review of circulation patterns within the study area network and regional traffic generation and attraction characteristics.

Figure 9 depicts the regional trip distribution percentages to and from the site.

Figure 10 depicts project traffic volumes at key circulation locations during the AM and PM peak hours.

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TABLE 6
TRIP GENERATION BY GAS STATION-CONV. STORE-CAR WASH PROJECT

ITE Code	Size & Unit	Trip Generation Rate							Average Traffic Volume						
		Daily Total	AM Peak Hour			PM Peak Hour			Daily Total	AM Peak Hour			PM Peak Hour		
			Total	%IN	%OUT	Total	%IN	%OUT		IN	OUT	Total	IN	OUT	Total
TOTAL VEHICLE TRIP GENERATION															
946	12 Pump Position	152.84	11.93	51%	49%	13.94	50%	50%	1,834	73	70	143	84	84	168

Note: All trip rates are average rates
Ref: Institute of Transportation Engineers (ITE)'s "Trip Generation". 9th Edition, 2010

FIGURE 9: PERCENTAGES OF PROJECT RELATED TRIP DISTRIBUTION

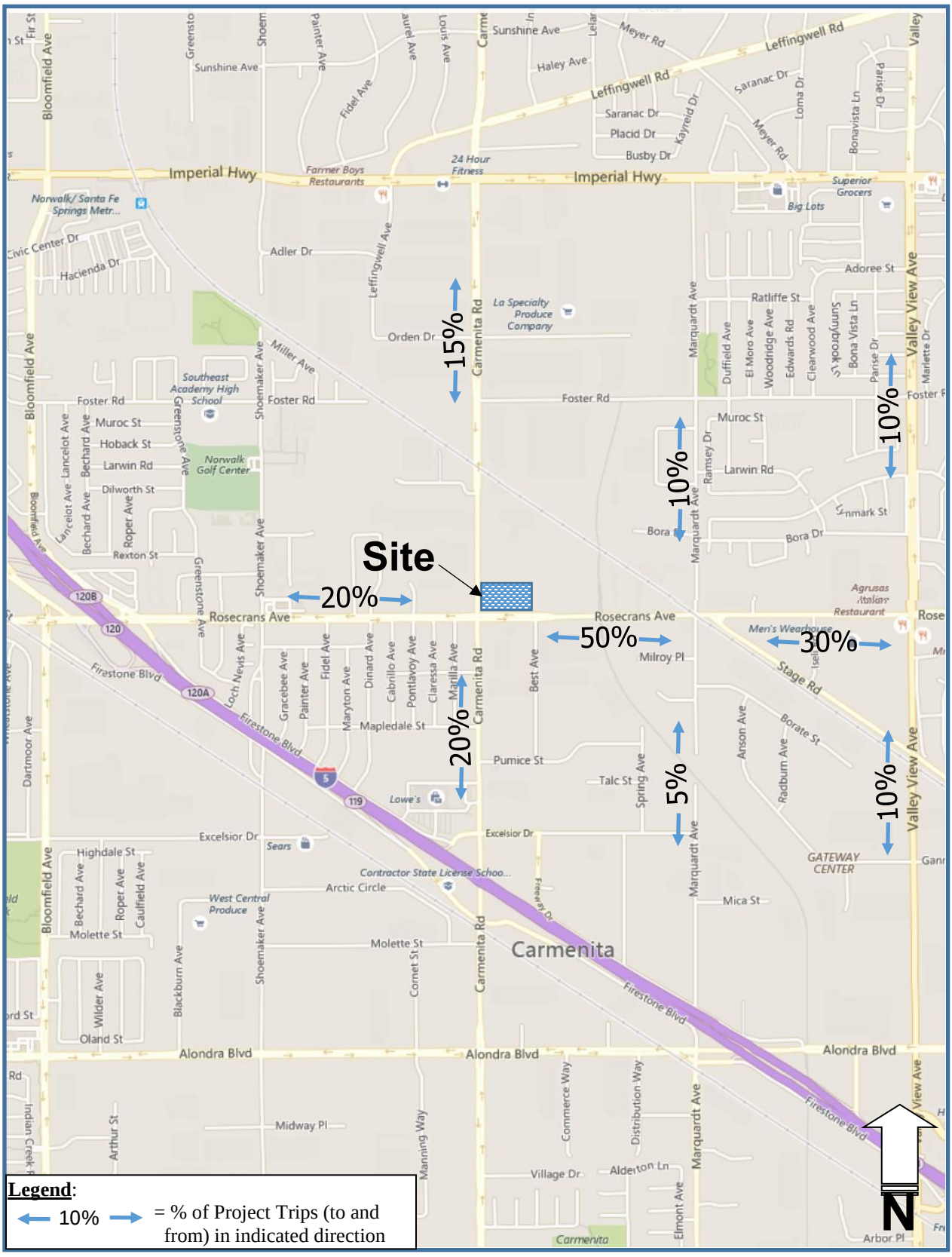
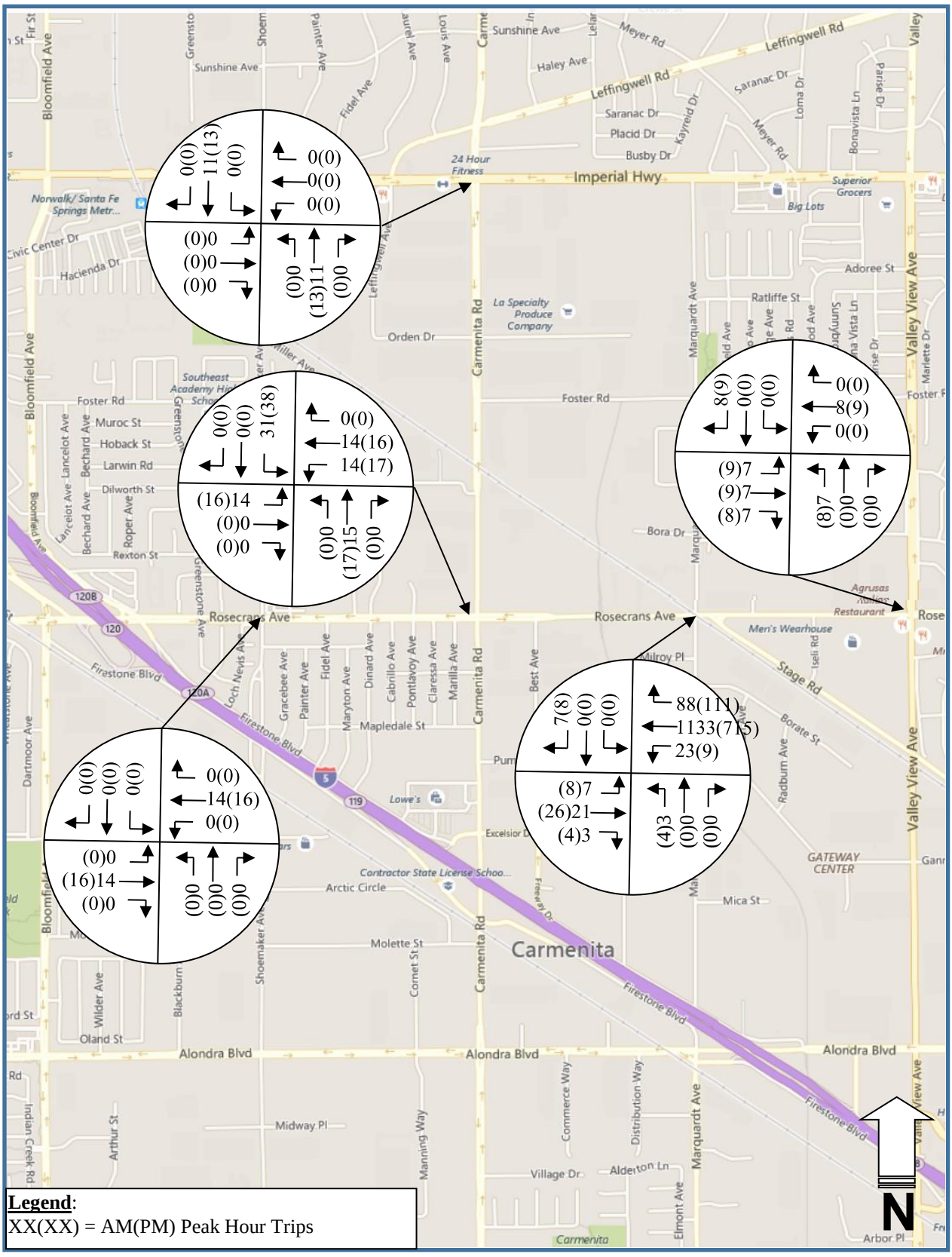


FIGURE 10: DISTRIBUTION OF PROJECT TRAFFIC



2018 CUMULATIVE CONDITIONS WITH PROJECT TRAFFIC

2018 POST-PROJECT CUMULATIVE TRAFFIC VOLUMES WITH PROJECT

The 2018 cumulative post-project traffic volumes were estimated by adding project related traffic volumes to the 2018 pre-project traffic volumes with 1.0% per year ambient growth and related project traffic. **Figure 11** shows Year 2018 post-project cumulative volumes for AM and PM peak hours.

Year 2018 post-project cumulative (i.e., existing plus ambient traffic plus related project plus project traffic) conditions were evaluated using the Intersection Capacity Utilization (ICU) method of level of service (LOS) analysis for signalized intersections. The LOS and V/C ratios for the study intersections under 2018 post-project cumulative conditions (with project) are summarized in **Table 7**. Detailed calculations relating to the study intersections are included in the Technical Appendix of this report.

The results indicate that two of the study intersections will continue to operate at a Level of Service (LOS) D or better (i.e., within the range of acceptable thresholds of LOS A through D) during the AM and PM peak hours under future cumulative traffic conditions with the project. However, the intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour, the intersection of Rosecrans Avenue and Shoemaker Avenue is expected to operate at a deficient LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is expected to operate at a deficient LOS F during the PM peak hour.

Note that these 3 intersections would be operating at LOS E or F without the project traffic due to ambient growth and other related projects.

FIGURE 11: FUTURE 2018 POST-PROJECT TRAFFIC VOLUMES

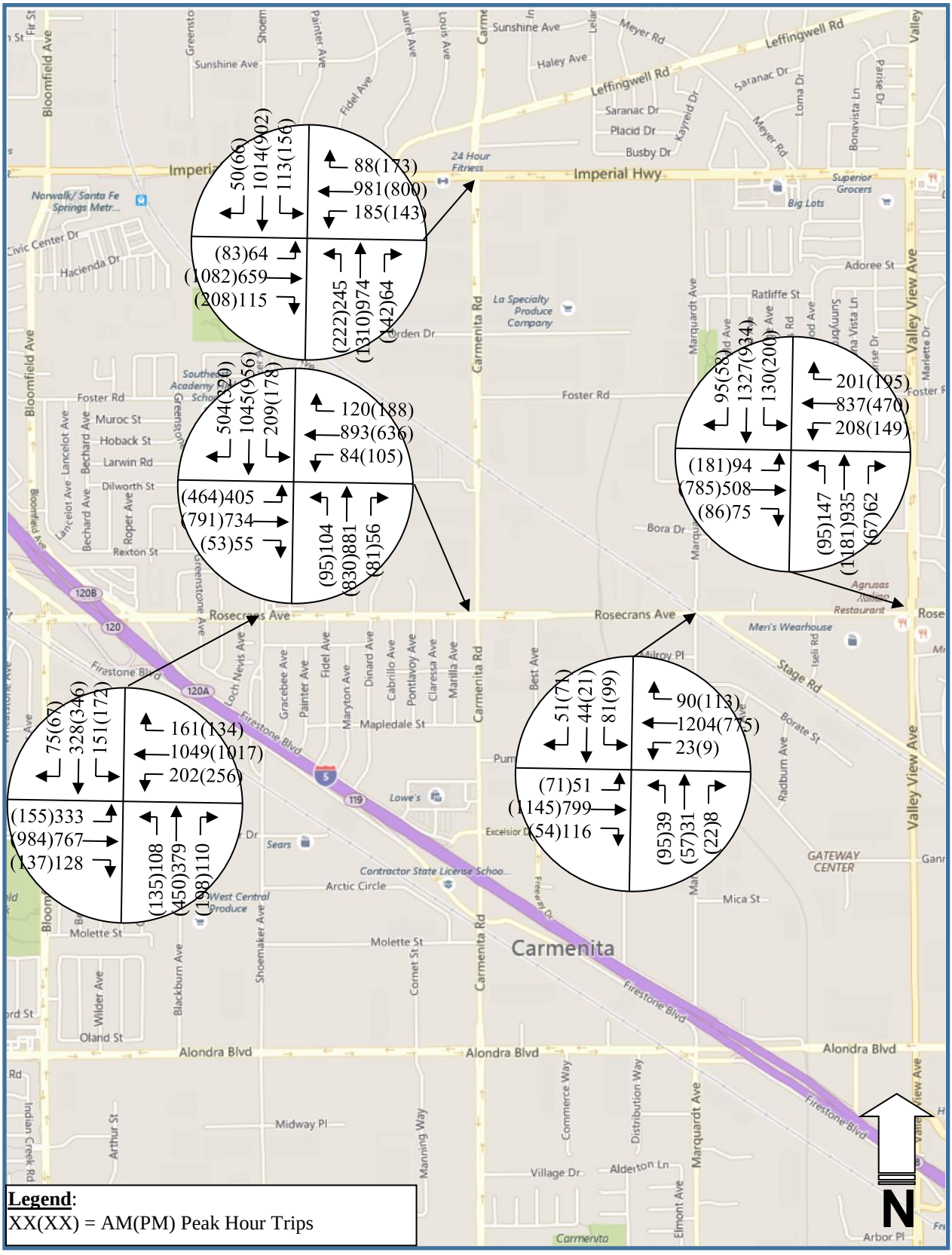


TABLE 7
FUTURE 2018 LEVEL OF SERVICE SUMMARY WITH PROJECT

Intersection	Peak Hour	Future 2018 Conditions With Project	
		LOS	V/C
1. Rosecrans Avenue and Carmenita Road	AM PM	D D	0.858 0.805
2. Rosecrans Avenue and Marquardt Avenue	AM PM	A A	0.563 0.558
3. Rosecrans Avenue and Valley View Avenue	AM PM	D E	0.876 0.954
4. Rosecrans Avenue and Shoemaker Avenue	AM PM	D E	0.807 0.920
5. Imperial Highway and Carmenita Road	AM PM	D F	0.852 1.143

PROJECT IMPACT AND MITIGATION MEASURES

As indicated in the previous section, two of the study intersections would operate at an acceptable level of service (i.e., within the range of acceptable thresholds of LOS A through LOS D) during the AM or the PM peak hours with 2018 post-project cumulative traffic volumes with project. The intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour. the intersection of Rosecrans Avenue and Shoemaker Avenue is expected to operate at a deficient LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is expected to operate at a deficient LOS F during the PM peak hour.

Note that these 3 intersections would be operating at LOS E or F without the project traffic due to ambient growth and other related projects.

The project's off-site traffic impact would not be considered significant at any of these intersections based on increase in volume to capacity ratio and level of service expected after the project. A project's impact on the circulation system is determined by comparing the level of service (LOS) and V/C ratios at key intersections under the future pre-project conditions and future post-project conditions. A LOS level D or better is acceptable for urban area intersections. A level of service worse than D (i.e., LOS E or F) is unacceptable. A project's traffic impact is determined to be significant if the increase in V/C ratio is 0.04 or more at LOS C, or 0.02 or more at LOS D, or 0.01 or more at LOS E and F.

The LOS, V/C ratio (or ICU) for the study intersections under 2018 cumulative conditions (with project as well as without project) are summarized in **Table 8** to compare Project's traffic impact at key intersections. As the results indicate, the increase in V/C ratio by project traffic (i.e., 0.003, 0.005, and 0.004) would not exceed the significance thresholds of project-related impacts at the intersection of Rosecrans Avenue and Valley View Avenue, Rosecrans Avenue and Shoemaker Avenue, and Imperial Highway and Carmenita Road, respectively. Since the project's impact is not significant at the study intersections, no mitigation measures would be necessary for the development of this project.

TABLE 8
FUTURE 2018 LEVEL OF SERVICE SUMMARY WITH AND WITHOUT PROJECT

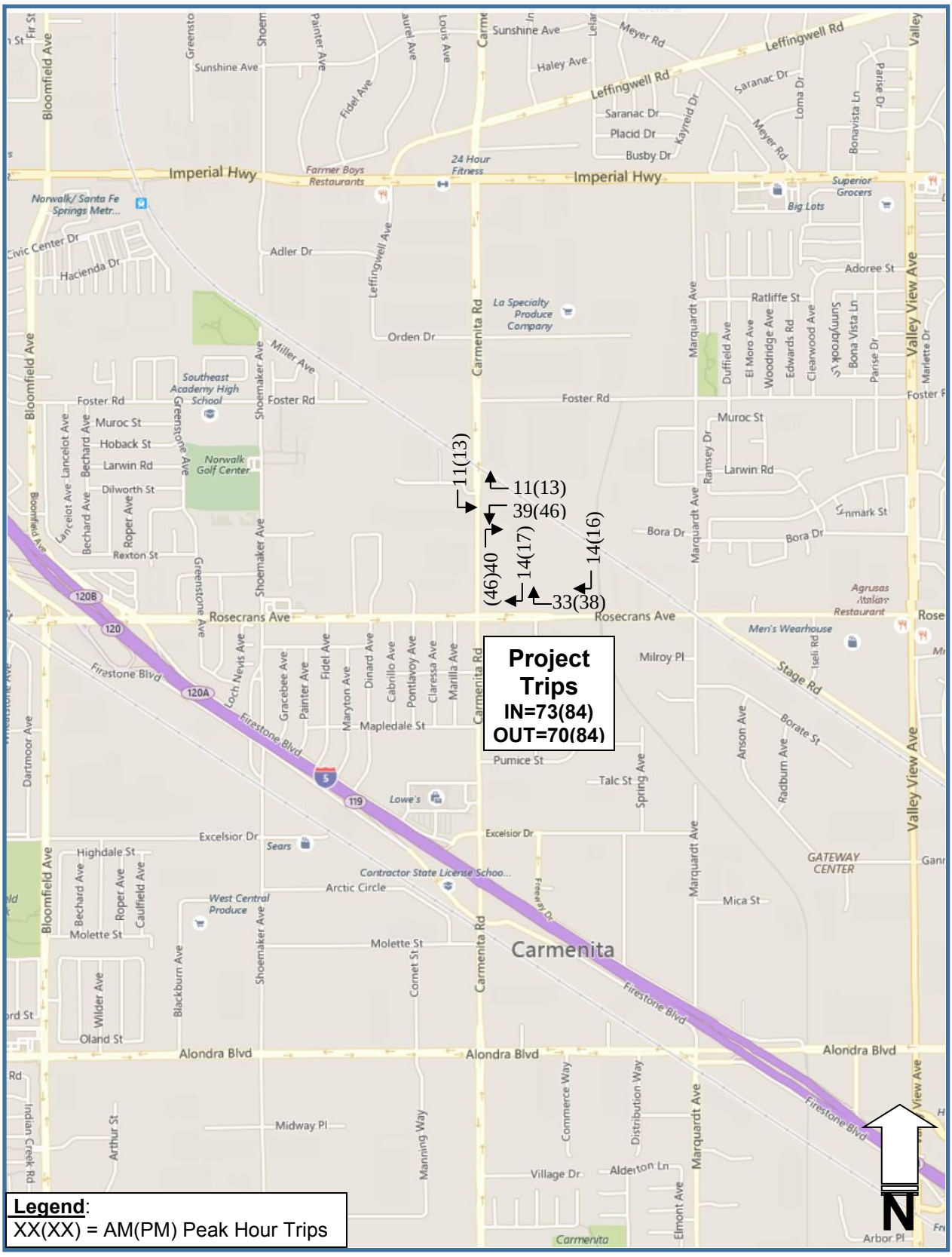
Intersection	Peak Hour	Future 2018 Conditions				Increase in V/C by Project
		Without Project		With Project		
		LOS	V/C	LOS	V/C	
1. Rosecrans Avenue and Carmenita Road	AM PM	D C	0.836 0.782	D D	0.858 0.805	0.022 0.023
2. Rosecrans Avenue and Marquardt Avenue	AM PM	A A	0.549 0.548	A A	0.563 0.558	0.014 0.010
3. Rosecrans Avenue and Valley View Avenue	AM PM	D E	0.869 0.951	D E	0.876 0.954	0.007 0.003
4. Rosecrans Avenue and Shoemaker Avenue	AM PM	D E	0.804 0.915	D E	0.807 0.920	0.003 0.005
5. Imperial Highway and Carmenita Road	AM PM	D F	0.849 1.139	D F	0.852 1.143	0.003 0.004

SITE ACCESS ANALYSIS

The project will provide one 32-foot driveway on Carmenita Road and one 42'-3" driveway on Rosecrans Avenue. The driveways will accommodate both ingress and egress of vehicles. However, the driveway on Rosecrans Avenue will allow only right-turn in and right-turn out movements because of raised median islands on Rosecrans Avenue. In addition, there will be one right-turn egress only driveway on Rosecrans Avenue east of the main driveway.

Figure 12 shows total project traffic at the driveways. A maximum of 38 vehicles will enter the site during the peak hour from the east by making a right turn movement. A maximum of 46 vehicles will exit the site during the peak hour to travel south and east by making a left turn movement. Similarly, a maximum of 13 vehicles will enter the site during the peak hour from the north by making a left-turn movement.

FIGURE 12: PROJECT TRAFFIC AT DRIVEWAYS



PARKING DEMAND ANALYSIS

Adequate parking spaces will be provided on-site for the proposed gas station-convenience store-car wash project in accordance with the parking code requirements of the City of Santa Fe Springs.

Surface parking will consist of 22 parking spaces. Of the total, 2 parking spaces will be ADA-compatible spaces.

CONCLUSION

Based on the results of the traffic impact analysis, the proposed Gas Station-Convenience Store-Car Wash project would have significant impact at one of the key intersections analyzed in the surrounding roadway system. Two of the study intersections would continue to operate at an acceptable level of service (i.e., at LOS A through D) during the AM and PM peak hours. The intersection of Rosecrans Avenue and Valley View Avenue is expected to operate at a deficient LOS E during the PM peak hour, the intersection of Rosecrans Avenue and Shoemaker Avenue is expected to operate at a deficient LOS E during the PM peak hour, and the intersection of Imperial Highway and Carmenita Road is expected to operate at a deficient LOS F during the PM peak hour. These 3 intersections would be operating at LOS E or F without the project traffic due to ambient growth and other related projects. The addition of project traffic will not increase the volume to capacity (V/C) ratios at these intersections beyond the significance thresholds of project related impacts as defined in the City's Traffic Study Guidelines. Since the project's impact is not significant at the study intersections, no mitigation measures would be necessary for the development of this project.

Adequate parking spaces will be provided on-site for the proposed Gas Station-Convenience Store-Car Wash project in accordance with the parking code requirements of the City of Santa Fe Springs.

Technical Appendix

Existing 2016 Traffic Counts of Turning Movements

Intersection of Rosecrans Avenue and Carmenita Road



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Carmenita_Rosecrans
Site Code : 00000000
Start Date : 8/23/2016
Page No : 1

Groups Printed- Unshifted

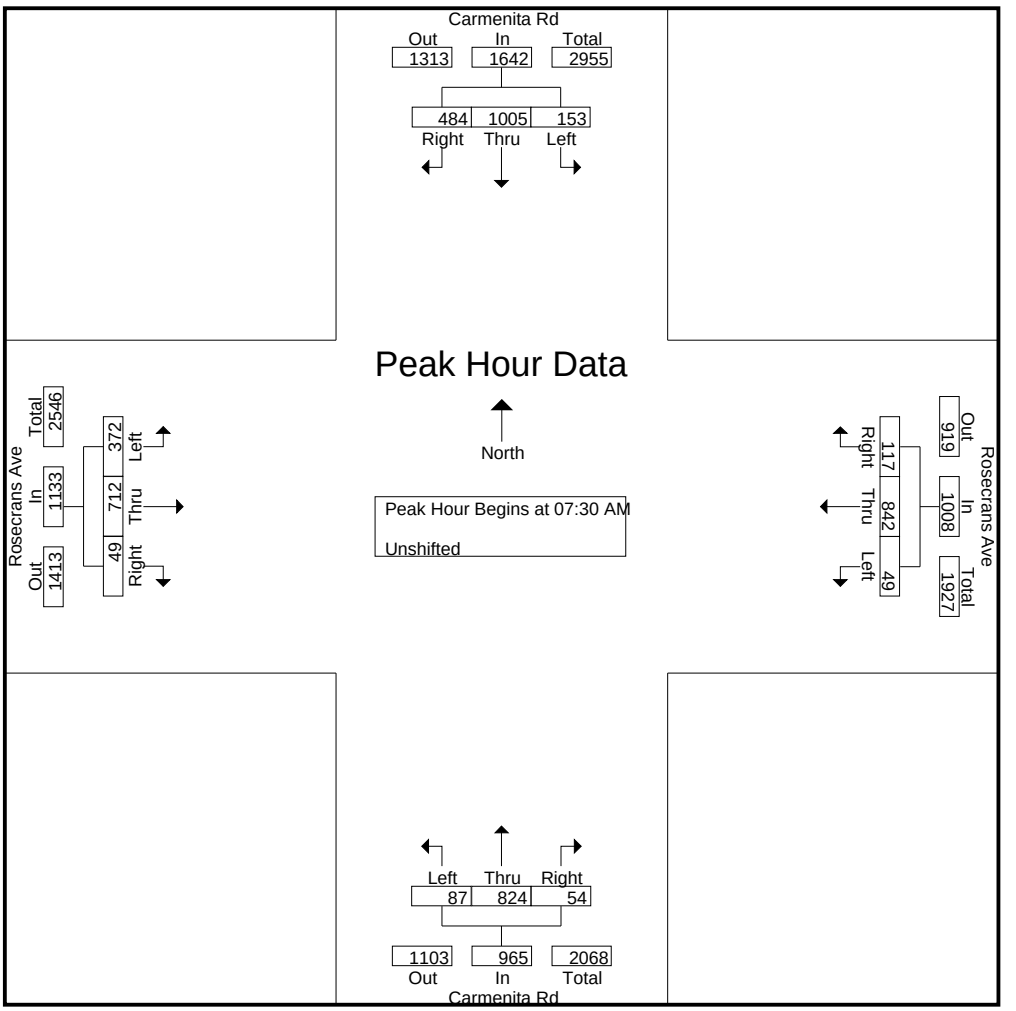
	Carmenita Rd Southbound			Rosecrans Ave Westbound			Carmenita Rd Northbound			Rosecrans Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	31	240	111	15	180	8	22	137	16	54	149	26	989
07:15 AM	44	210	105	15	219	15	24	160	13	70	194	14	1083
07:30 AM	44	254	138	8	219	27	10	226	18	78	198	7	1227
07:45 AM	35	261	132	8	208	33	22	231	10	90	153	6	1189
Total	154	965	486	46	826	83	78	754	57	292	694	53	4488
08:00 AM	39	250	97	11	199	31	31	166	15	106	216	11	1172
08:15 AM	35	240	117	22	216	26	24	201	11	98	145	25	1160
08:30 AM	31	196	75	12	186	31	20	152	13	62	163	11	952
08:45 AM	35	135	52	17	103	13	19	158	12	71	123	15	753
Total	140	821	341	62	704	101	94	677	51	337	647	62	4037
04:00 PM	21	152	66	31	141	38	20	173	32	73	151	6	904
04:15 PM	37	207	84	14	147	29	19	214	21	105	204	10	1091
04:30 PM	18	231	69	29	153	38	23	204	19	92	167	11	1054
04:45 PM	33	232	77	18	122	17	12	214	21	121	187	12	1066
Total	109	822	296	92	563	122	74	805	93	391	709	39	4115
05:00 PM	25	246	72	15	178	30	29	153	16	114	200	9	1087
05:15 PM	29	223	92	32	121	41	22	183	27	96	208	8	1082
05:30 PM	24	162	59	15	131	35	23	224	16	92	206	4	991
05:45 PM	20	162	34	20	103	38	24	246	22	93	185	1	948
Total	98	793	257	82	533	144	98	806	81	395	799	22	4108
Grand Total	501	3401	1380	282	2626	450	344	3042	282	1415	2849	176	16748
Apprch %	9.5	64.4	26.1	8.4	78.2	13.4	9.4	82.9	7.7	31.9	64.2	4	
Total %	3	20.3	8.2	1.7	15.7	2.7	2.1	18.2	1.7	8.4	17	1.1	

CITY TRAFFIC COUNTERS

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	Carmenita Rd Southbound				Rosecrans Ave Westbound				Carmenita Rd Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**44**	254	**138**	**436**	8	**219**	27	254	10	226	**18**	254	78	198	7	283	**1227**
07:45 AM	35	**261**	132	428	8	208	**33**	249	22	**231**	10	**263**	90	153	6	249	1189
08:00 AM	39	250	97	386	11	199	31	241	**31**	166	15	212	**106**	**216**	11	**333**	1172
08:15 AM	35	240	117	392	**22**	216	26	**264**	24	201	11	236	98	145	**25**	268	1160
Total Volume	153	1005	484	1642	49	842	117	1008	87	824	54	965	372	712	49	1133	4748
% App. Total	9.3	61.2	29.5		4.9	83.5	11.6		9	85.4	5.6		32.8	62.8	4.3		
PHF	.869	.963	.877	.942	.557	.961	.886	.955	.702	.892	.750	.917	.877	.824	.490	.851	.967

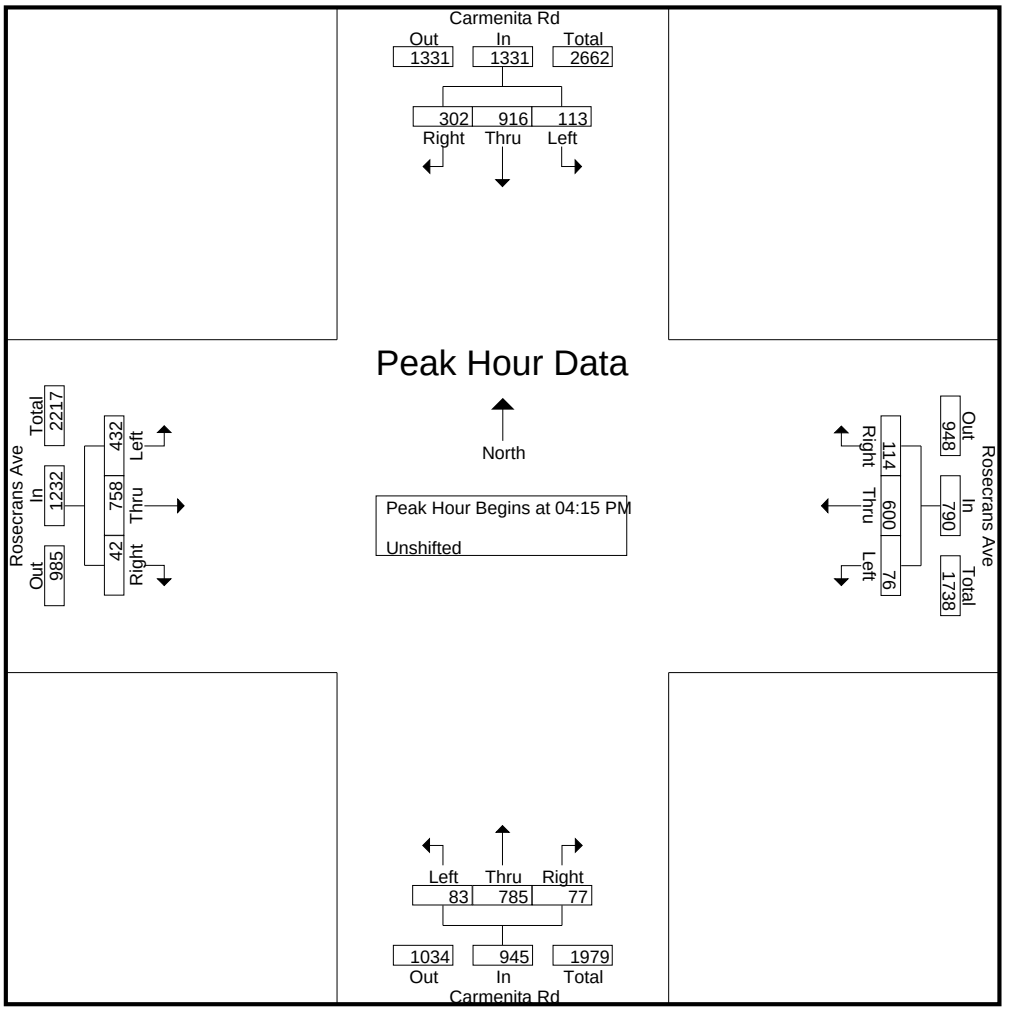


CITY TRAFFIC COUNTERS

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File Name : Carmenita_Rosecrans
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	Carmenita Rd Southbound				Rosecrans Ave Westbound				Carmenita Rd Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**37**	207	**84**	328	14	147	29	190	19	**214**	**21**	**254**	105	**204**	10	319	**1091**
04:30 PM	18	231	69	318	**29**	153	**38**	220	23	204	19	246	92	167	11	270	1054
04:45 PM	33	232	77	342	18	122	17	157	12	214	21	247	**121**	187	**12**	320	1066
05:00 PM	25	**246**	72	**343**	15	**178**	30	**223**	**29**	153	16	198	114	200	9	**323**	1087
Total Volume	113	916	302	1331	76	600	114	790	83	785	77	945	432	758	42	1232	4298
% App. Total	8.5	68.8	22.7		9.6	75.9	14.4		8.8	83.1	8.1		35.1	61.5	3.4		
PHF	.764	.931	.899	.970	.655	.843	.750	.886	.716	.917	.917	.930	.893	.929	.875	.954	.985



Intersection of Rosecrans Avenue and Marquardt Avenue



CITY TRAFFIC COUNTERS

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File Name : Marquardt_Rosecrans
Site Code : 00000000
Start Date : 8/23/2016
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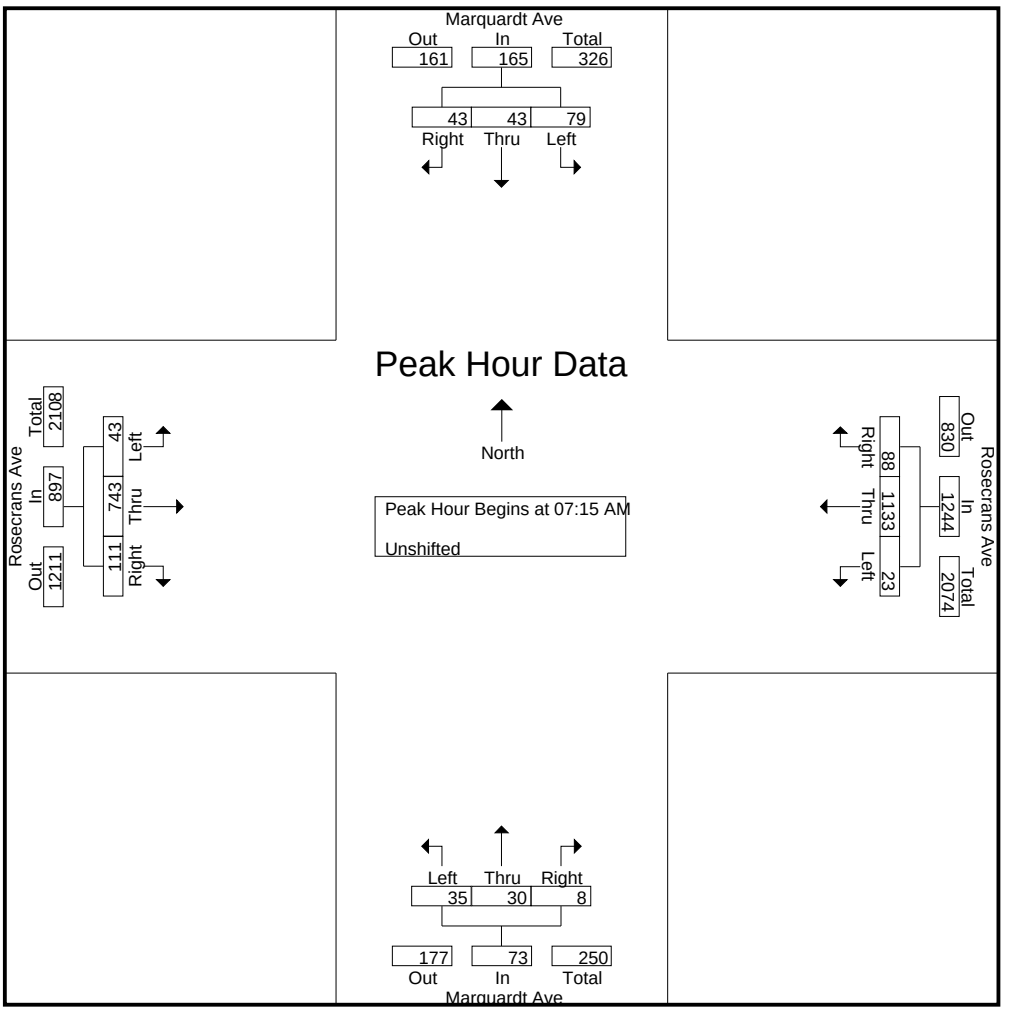
	Marquardt Ave Southbound			Rosecrans Ave Westbound			Marquardt Ave Northbound			Rosecrans Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	22	9	13	4	229	15	11	3	1	12	139	35	493
07:15 AM	18	8	4	7	283	25	10	7	3	8	156	44	573
07:30 AM	19	12	10	3	298	24	6	9	1	13	181	20	596
07:45 AM	21	11	14	9	265	19	11	8	1	7	192	20	578
Total	80	40	41	23	1075	83	38	27	6	40	668	119	2240
08:00 AM	21	12	15	4	287	20	8	6	3	15	214	27	632
08:15 AM	16	8	12	7	285	21	15	3	1	13	126	20	527
08:30 AM	20	11	15	6	234	29	12	5	2	13	164	16	527
08:45 AM	13	11	10	8	157	33	7	9	2	11	125	19	405
Total	70	42	52	25	963	103	42	23	8	52	629	82	2091
04:00 PM	20	7	15	2	175	23	30	17	9	15	191	11	515
04:15 PM	18	5	10	0	145	22	21	13	4	13	253	6	510
04:30 PM	19	1	27	0	157	14	25	21	10	12	192	11	489
04:45 PM	19	7	11	2	156	25	13	15	4	8	281	17	558
Total	76	20	63	4	633	84	89	66	27	48	917	45	2072
05:00 PM	27	7	23	2	187	33	31	18	6	16	267	12	629
05:15 PM	15	4	10	4	194	21	20	9	8	24	265	11	585
05:30 PM	36	3	18	1	178	32	25	14	4	14	269	9	603
05:45 PM	20	4	16	0	152	27	17	10	6	22	235	10	519
Total	98	18	67	7	711	113	93	51	24	76	1036	42	2336
Grand Total	324	120	223	59	3382	383	262	167	65	216	3250	288	8739
Apprch %	48.6	18	33.4	1.5	88.4	10	53	33.8	13.2	5.8	86.6	7.7	
Total %	3.7	1.4	2.6	0.7	38.7	4.4	3	1.9	0.7	2.5	37.2	3.3	

CITY TRAFFIC COUNTERS

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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	8	4	30	7	283	**25**	315	10	7	**3**	**20**	8	156	**44**	208	573
07:30 AM	19	**12**	10	41	3	**298**	24	**325**	6	**9**	1	16	13	181	20	214	596
07:45 AM	**21**	11	14	46	**9**	265	19	293	**11**	8	1	20	7	192	20	219	578
08:00 AM	21	12	**15**	**48**	4	287	20	311	8	6	3	17	**15**	**214**	27	**256**	**632**
Total Volume	79	43	43	165	23	1133	88	1244	35	30	8	73	43	743	111	897	2379
% App. Total	47.9	26.1	26.1		1.8	91.1	7.1		47.9	41.1	11		4.8	82.8	12.4		
PHF	.940	.896	.717	.859	.639	.951	.880	.957	.795	.833	.667	.913	.717	.868	.631	.876	.941

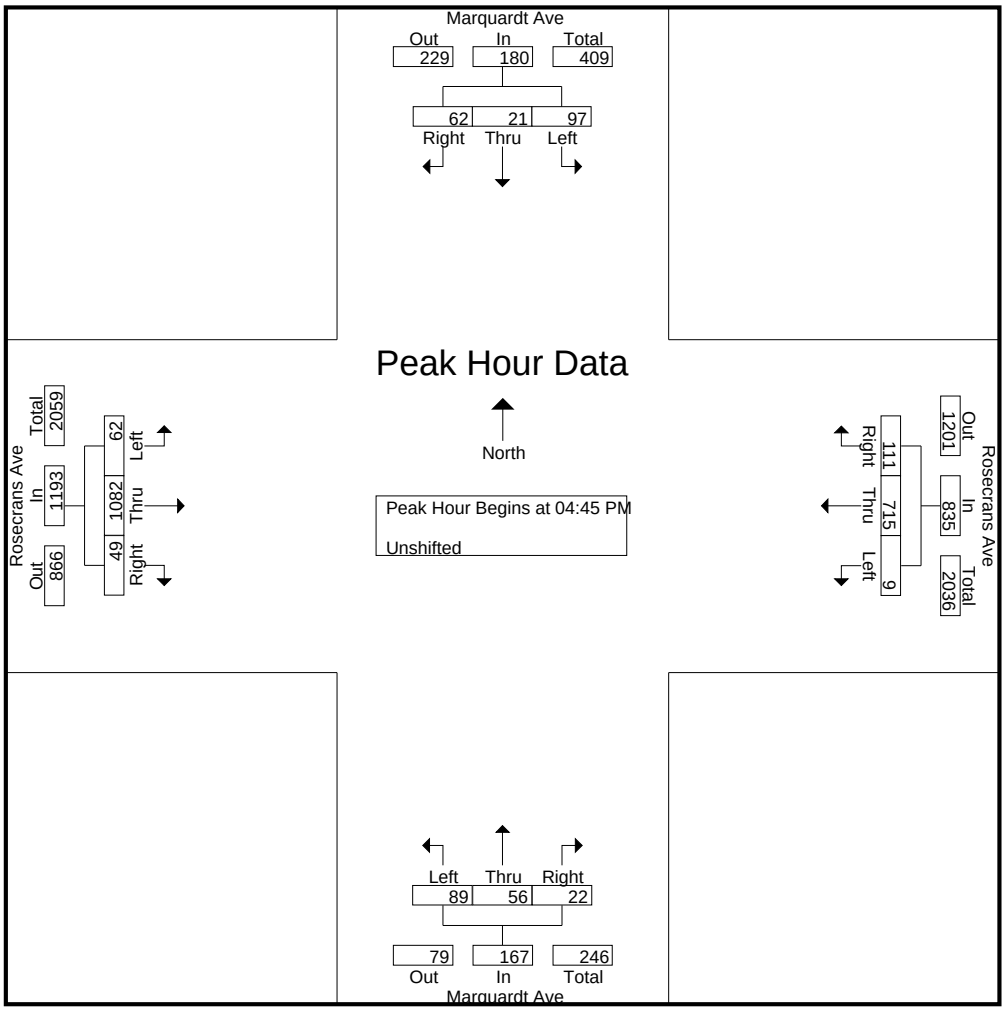


CITY TRAFFIC COUNTERS

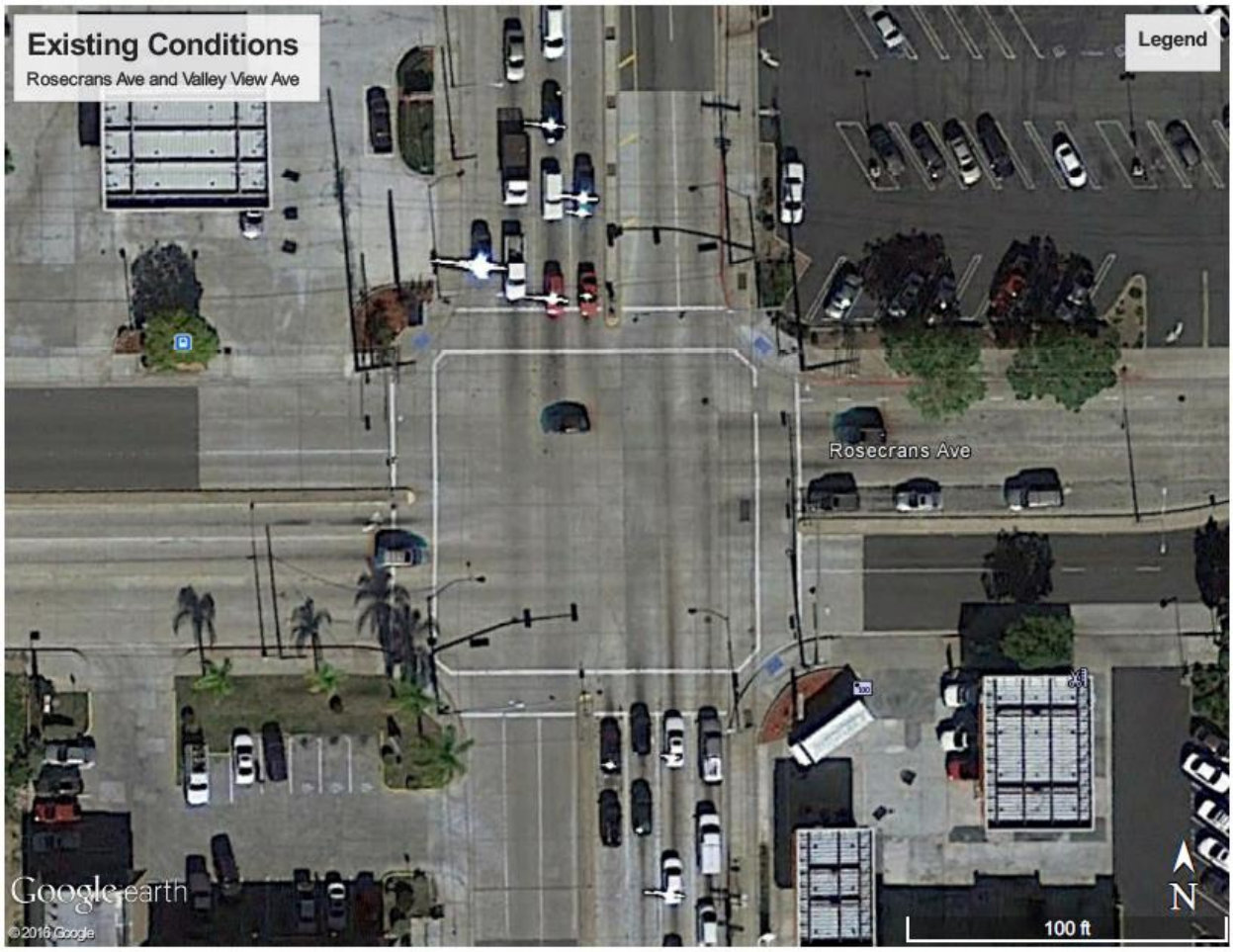
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File Name : Marquardt_Rosecrans
Site Code : 00000000
Start Date : 8/23/2016
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	Marquardt Ave Southbound				Rosecrans Ave Westbound				Marquardt Ave Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	**7**	11	37	2	156	25	183	13	15	4	32	8	**281**	**17**	**306**	558
05:00 PM	27	7	**23**	**57**	2	187	**33**	**222**	**31**	**18**	6	**55**	16	267	12	295	**629**
05:15 PM	15	4	10	29	**4**	**194**	21	219	20	9	**8**	37	**24**	265	11	300	585
05:30 PM	**36**	3	18	57	1	178	32	211	25	14	4	43	14	269	9	292	603
Total Volume	97	21	62	180	9	715	111	835	89	56	22	167	62	1082	49	1193	2375
% App. Total	53.9	11.7	34.4		1.1	85.6	13.3		53.3	33.5	13.2		5.2	90.7	4.1		
PHF	.674	.750	.674	.789	.563	.921	.841	.940	.718	.778	.688	.759	.646	.963	.721	.975	.944



Intersection of Rosecrans Avenue and Valley View Avenue



CITY TRAFFIC COUNTERS

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File Name : Valleyview_Rosecrans
Site Code : 00000000
Start Date : 8/23/2016
Page No : 1

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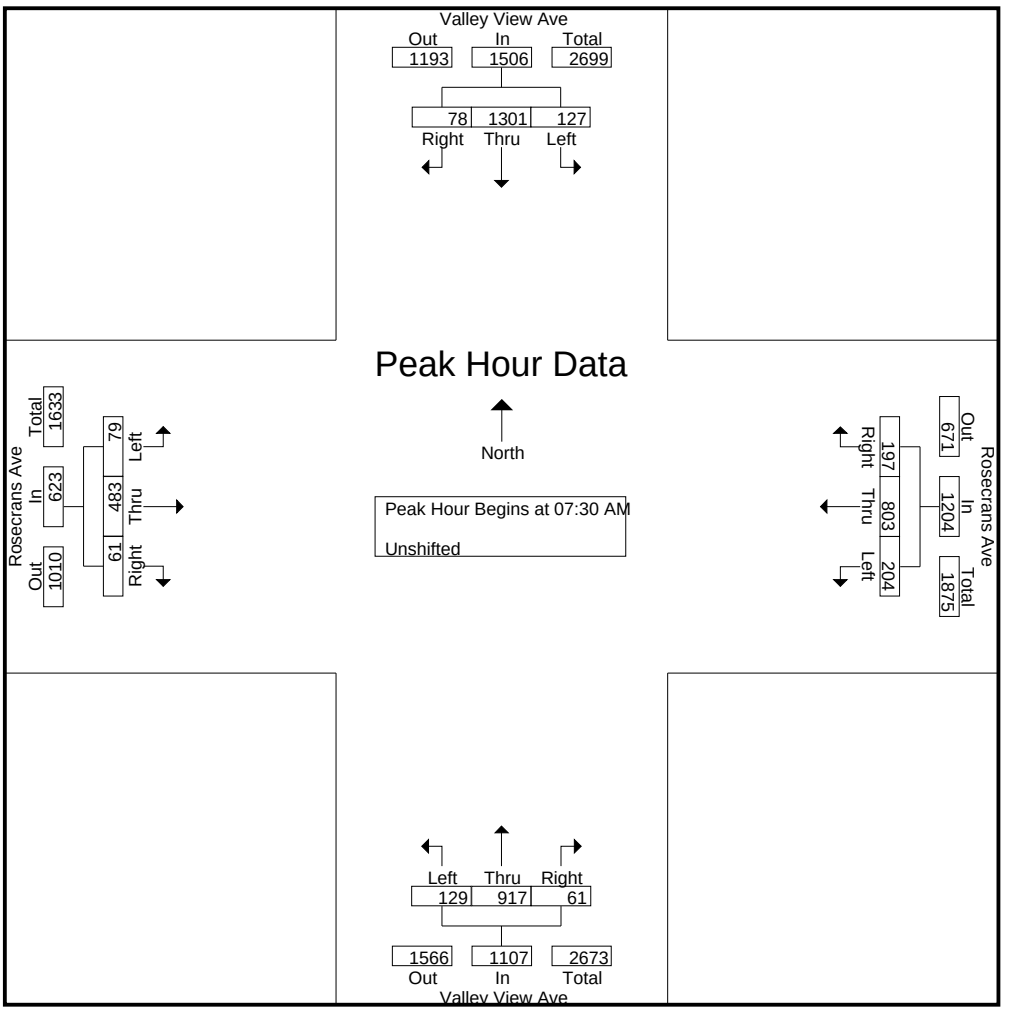
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Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	22	328	18	46	173	31	40	172	7	10	80	8	935
07:15 AM	30	317	18	52	196	28	32	189	10	13	86	16	987
07:30 AM	26	345	20	43	223	40	29	254	10	13	132	18	1153
07:45 AM	31	341	13	57	196	58	35	222	11	20	116	14	1114
Total	109	1331	69	198	788	157	136	837	38	56	414	56	4189
08:00 AM	41	296	19	46	199	46	32	201	14	34	127	14	1069
08:15 AM	29	319	26	58	185	53	33	240	26	12	108	15	1104
08:30 AM	22	223	10	47	173	43	25	167	21	34	84	9	858
08:45 AM	27	226	16	38	97	33	37	176	22	17	65	9	763
Total	119	1064	71	189	654	175	127	784	83	97	384	47	3794
04:00 PM	40	197	12	44	116	36	27	269	23	42	159	19	984
04:15 PM	52	254	16	40	86	45	18	266	20	29	164	19	1009
04:30 PM	41	226	11	42	94	44	27	313	24	42	146	27	1037
04:45 PM	57	237	8	44	122	45	17	252	13	35	203	18	1051
Total	190	914	47	170	418	170	89	1100	80	148	672	83	4081
05:00 PM	47	235	15	35	113	44	18	310	17	44	220	16	1114
05:15 PM	51	218	8	25	115	58	17	283	12	45	183	13	1028
05:30 PM	50	195	15	40	112	58	17	281	11	43	192	18	1032
05:45 PM	41	200	15	37	86	53	14	332	11	32	157	13	991
Total	189	848	53	137	426	213	66	1206	51	164	752	60	4165
Grand Total	607	4157	240	694	2286	715	418	3927	252	465	2222	246	16229
Apprch %	12.1	83.1	4.8	18.8	61.9	19.4	9.1	85.4	5.5	15.9	75.8	8.4	
Total %	3.7	25.6	1.5	4.3	14.1	4.4	2.6	24.2	1.6	2.9	13.7	1.5	

CITY TRAFFIC COUNTERS

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	Valley View Ave Southbound				Rosecrans Ave Westbound				Valley View Ave Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	**345**	20	**391**	43	**223**	40	306	29	**254**	10	293	13	**132**	**18**	163	**1153**
07:45 AM	31	341	13	385	57	196	**58**	**311**	**35**	222	11	268	20	116	14	150	1114
08:00 AM	**41**	296	19	356	46	199	46	291	32	201	14	247	**34**	127	14	**175**	1069
08:15 AM	29	319	**26**	374	**58**	185	53	296	33	240	**26**	**299**	12	108	15	135	1104
Total Volume	127	1301	78	1506	204	803	197	1204	129	917	61	1107	79	483	61	623	4440
% App. Total	8.4	86.4	5.2		16.9	66.7	16.4		11.7	82.8	5.5		12.7	77.5	9.8		
PHF	.774	.943	.750	.963	.879	.900	.849	.968	.921	.903	.587	.926	.581	.915	.847	.890	.963

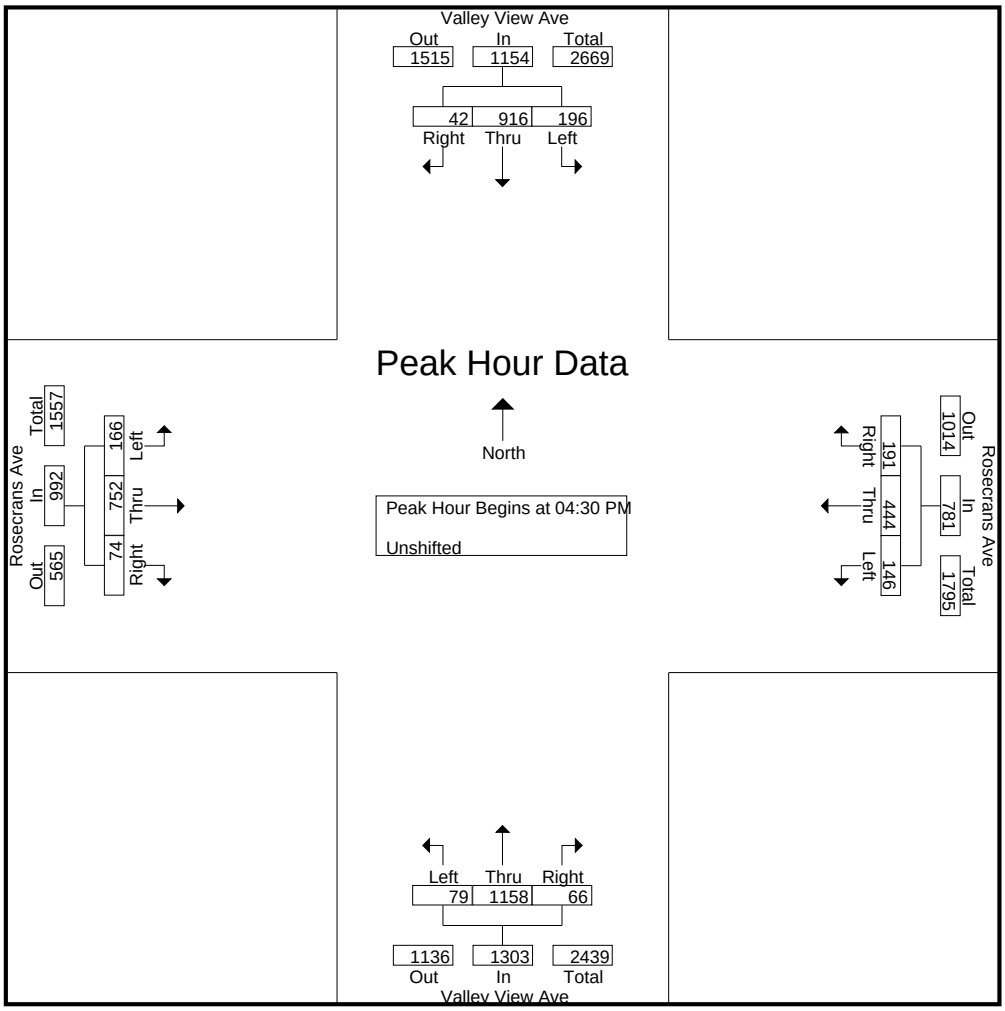


CITY TRAFFIC COUNTERS

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	Valley View Ave Southbound				Rosecrans Ave Westbound				Valley View Ave Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	226	11	278	42	94	44	180	**27**	**313**	**24**	**364**	42	146	**27**	215	1037
04:45 PM	**57**	**237**	8	**302**	**44**	**122**	45	**211**	17	252	13	282	35	203	18	256	1051
05:00 PM	47	235	**15**	297	35	113	44	192	18	310	17	345	44	**220**	16	**280**	**1114**
05:15 PM	51	218	8	277	25	115	**58**	198	17	283	12	312	**45**	183	13	241	1028
Total Volume	196	916	42	1154	146	444	191	781	79	1158	66	1303	166	752	74	992	4230
% App. Total	17	79.4	3.6		18.7	56.9	24.5		6.1	88.9	5.1		16.7	75.8	7.5		
PHF	.860	.966	.700	.955	.830	.910	.823	.925	.731	.925	.688	.895	.922	.855	.685	.886	.949



Intersection of Rosecrans Avenue and Shoemaker Avenue



CITY TRAFFIC COUNTERS

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File Name : Shoemaker_Rosecrans
Site Code : 00000000
Start Date : 11/17/2016
Page No : 1

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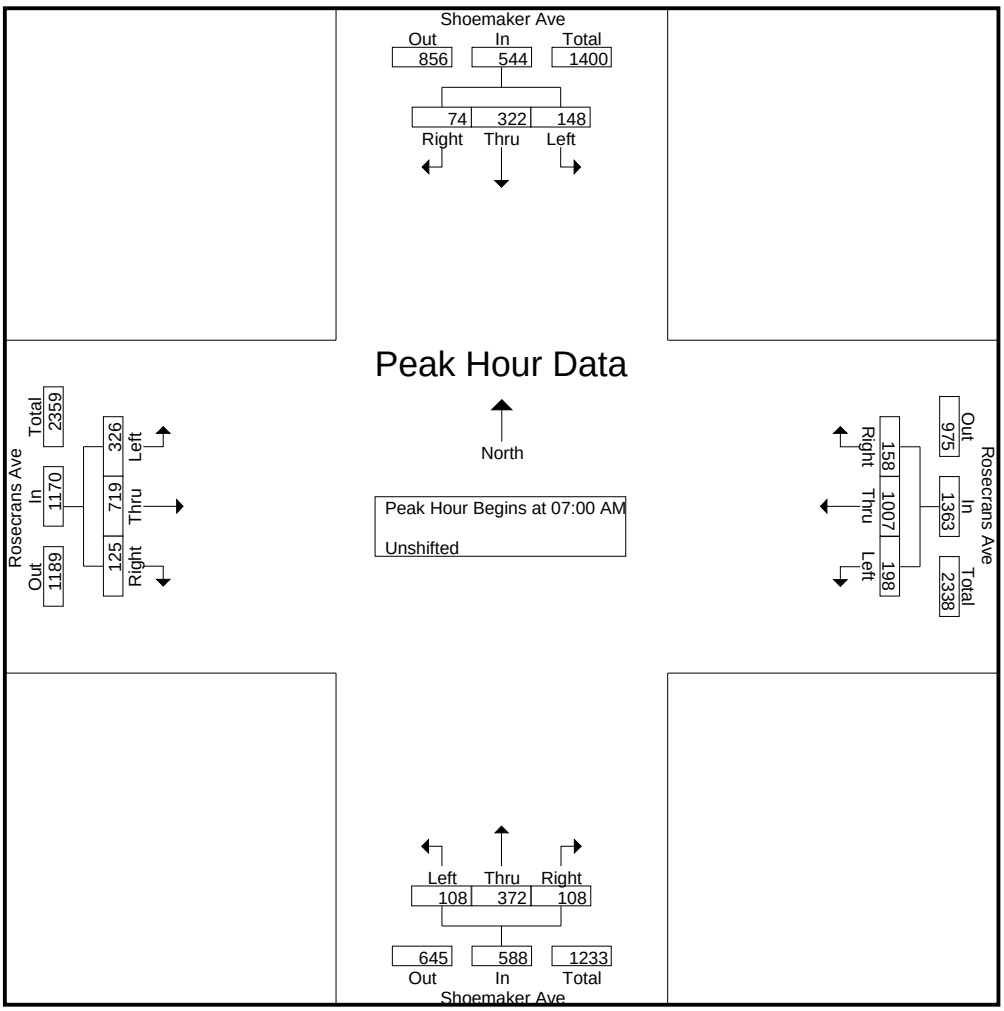
	Shoemaker Ave Southbound			Rosecrans Ave Westbound			Shoemaker Ave Northbound			Rosecrans Ave Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	18	43	14	42	288	38	25	64	20	103	131	11	797
07:15 AM	40	67	20	41	221	32	29	82	37	52	178	33	832
07:30 AM	35	80	23	50	247	63	24	109	10	62	239	49	991
07:45 AM	55	132	17	65	251	25	30	117	41	109	171	32	1045
Total	148	322	74	198	1007	158	108	372	108	326	719	125	3665
08:00 AM	39	55	14	41	168	30	30	77	37	20	215	48	774
08:15 AM	25	36	8	52	251	23	24	58	41	45	172	34	769
08:30 AM	21	25	10	34	255	47	39	59	37	17	157	32	733
08:45 AM	25	27	9	39	209	30	29	42	42	32	180	27	691
Total	110	143	41	166	883	130	122	236	157	114	724	141	2967
04:00 PM	44	72	24	36	200	28	33	99	73	28	239	25	901
04:15 PM	30	55	13	51	208	37	28	55	71	28	236	23	835
04:30 PM	34	68	16	65	243	32	26	86	84	45	220	31	950
04:45 PM	33	68	12	56	224	35	22	80	41	30	244	43	888
Total	141	263	65	208	875	132	109	320	269	131	939	122	3574
05:00 PM	40	110	20	61	227	24	36	120	47	23	235	46	989
05:15 PM	39	90	14	74	223	29	37	104	45	58	235	30	978
05:30 PM	48	72	11	62	241	46	33	101	67	41	202	31	955
05:45 PM	42	67	21	54	273	32	26	116	35	30	269	27	992
Total	169	339	66	251	964	131	132	441	194	152	941	134	3914
Grand Total	568	1067	246	823	3729	551	471	1369	728	723	3323	522	14120
Apprch %	30.2	56.7	13.1	16.1	73.1	10.8	18.3	53.3	28.3	15.8	72.7	11.4	
Total %	4	7.6	1.7	5.8	26.4	3.9	3.3	9.7	5.2	5.1	23.5	3.7	

CITY TRAFFIC COUNTERS

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File Name : Shoemaker_Rosecrans
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	Shoemaker Ave Southbound				Rosecrans Ave Westbound				Shoemaker Ave Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	18	43	14	75	42	**288**	38	**368**	25	64	20	109	103	131	11	245	797
07:15 AM	40	67	20	127	41	221	32	294	29	82	37	148	52	178	33	263	832
07:30 AM	35	80	**23**	138	50	247	**63**	360	24	109	10	143	62	**239**	**49**	**350**	991
07:45 AM	**55**	**132**	17	**204**	**65**	251	25	341	**30**	**117**	**41**	**188**	**109**	171	32	312	**1045**
Total Volume	148	322	74	544	198	1007	158	1363	108	372	108	588	326	719	125	1170	3665
% App. Total	27.2	59.2	13.6		14.5	73.9	11.6		18.4	63.3	18.4		27.9	61.5	10.7		
PHF	.673	.610	.804	.667	.762	.874	.627	.926	.900	.795	.659	.782	.748	.752	.638	.836	.877

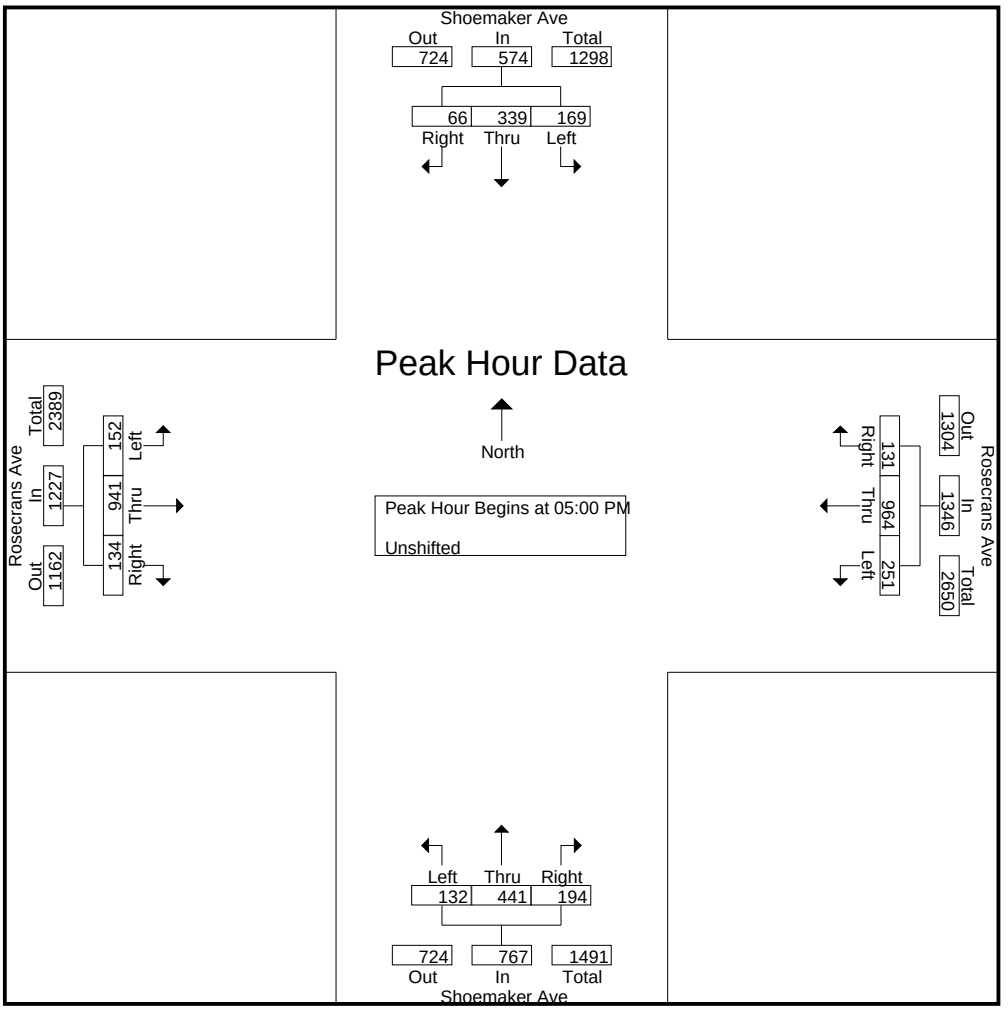


CITY TRAFFIC COUNTERS

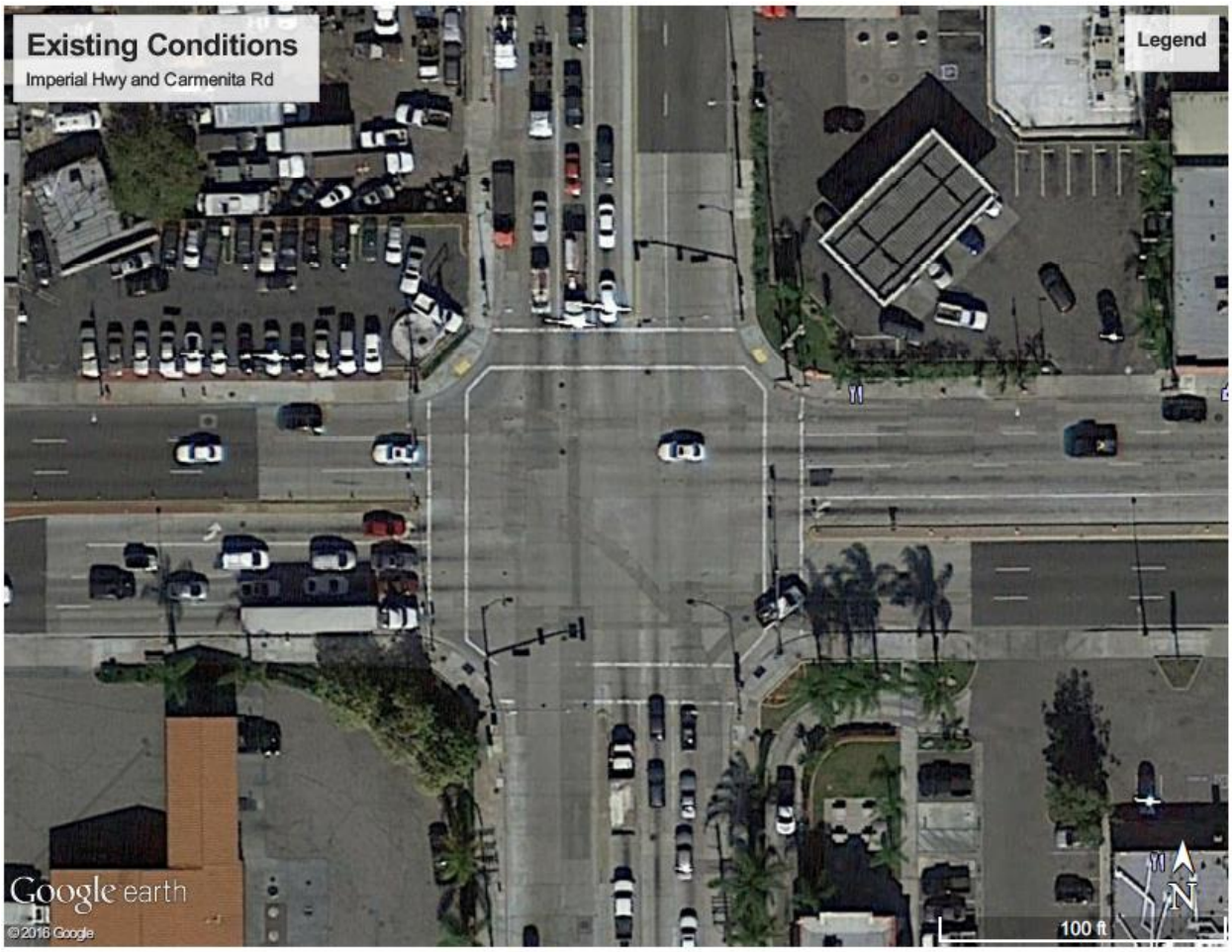
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File Name : Shoemaker_Rosecrans
Site Code : 00000000
Start Date : 11/17/2016
Page No : 3

	Shoemaker Ave Southbound				Rosecrans Ave Westbound				Shoemaker Ave Northbound				Rosecrans Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	**110**	20	**170**	61	227	24	312	36	**120**	47	**203**	23	235	**46**	304	989
05:15 PM	39	90	14	143	**74**	223	29	326	**37**	104	45	186	**58**	235	30	323	978
05:30 PM	**48**	72	11	131	62	241	**46**	349	33	101	**67**	201	41	202	31	274	955
05:45 PM	42	67	**21**	130	54	**273**	32	**359**	26	116	35	177	30	**269**	27	**326**	**992**
Total Volume	169	339	66	574	251	964	131	1346	132	441	194	767	152	941	134	1227	3914
% App. Total	29.4	59.1	11.5		18.6	71.6	9.7		17.2	57.5	25.3		12.4	76.7	10.9		
PHF	.880	.770	.786	.844	.848	.883	.712	.937	.892	.919	.724	.945	.655	.875	.728	.941	.986



Intersection of Imperial Highway and Carmenita Road



CITY TRAFFIC COUNTERS

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File Name : Carmenita_Imperial
Site Code : 00000000
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Groups Printed- Unshifted

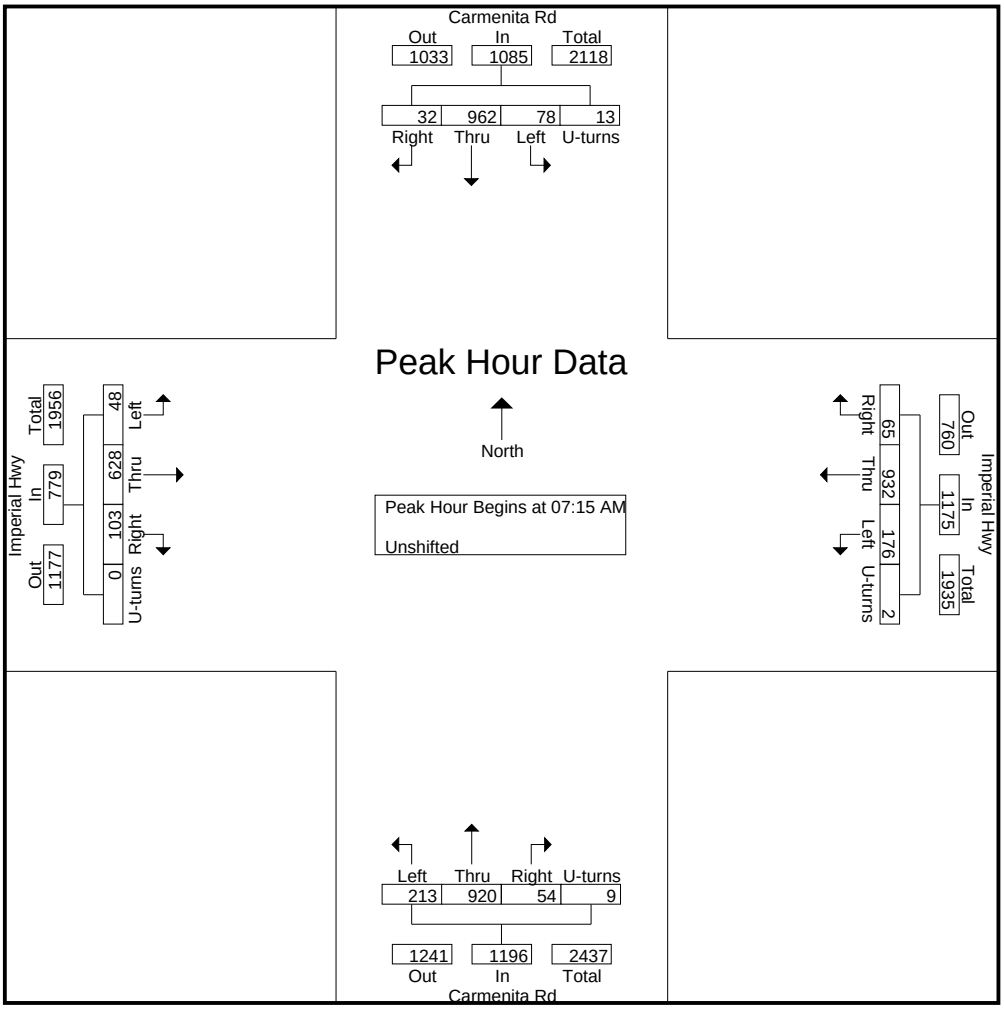
	Carmenita Rd Southbound				Imperial Hwy Westbound				Carmenita Rd Northbound				Imperial Hwy Eastbound				
Start Time	Left	Thru	Right	U-turns	Left	Thru	Right	U-turns	Left	Thru	Right	U-turns	Left	Thru	Right	U-turns	Int. Total
07:00 AM	16	226	4	5	28	186	14	1	44	224	13	0	14	138	23	0	936
07:15 AM	16	258	8	2	34	281	12	1	42	235	7	2	10	140	22	0	1070
07:30 AM	13	241	5	1	53	216	14	0	66	240	13	2	15	187	12	0	1078
07:45 AM	22	260	9	6	50	240	18	1	48	231	14	2	11	146	35	0	1093
Total	67	985	26	14	165	923	58	3	200	930	47	6	50	611	92	0	4177
08:00 AM	27	203	10	4	39	195	21	0	57	214	20	3	12	155	34	0	994
08:15 AM	21	213	11	2	40	234	35	0	45	266	28	3	17	116	31	0	1062
08:30 AM	21	221	15	0	32	231	27	0	52	226	21	2	13	118	38	1	1018
08:45 AM	25	204	12	5	26	159	31	3	39	225	14	3	23	112	28	0	909
Total	94	841	48	11	137	819	114	3	193	931	83	11	65	501	131	1	3983
04:00 PM	48	161	15	4	26	171	35	2	50	333	31	1	22	168	33	0	1100
04:15 PM	32	198	15	3	33	187	45	2	50	313	25	4	24	267	38	2	1238
04:30 PM	54	207	9	0	43	187	39	3	38	333	33	5	17	214	43	2	1227
04:45 PM	23	204	12	5	27	216	36	3	43	269	27	2	20	254	51	0	1192
Total	157	770	51	12	129	761	155	10	181	1248	116	12	83	903	165	4	4757
05:00 PM	19	240	20	2	28	165	36	1	50	336	41	4	14	241	55	0	1252
05:15 PM	22	196	9	0	22	199	44	1	59	316	30	5	18	324	40	1	1286
05:30 PM	38	228	10	3	39	185	28	2	56	315	32	3	21	211	37	3	1211
05:45 PM	31	143	6	2	24	193	23	0	52	287	23	4	16	230	27	2	1063
Total	110	807	45	7	113	742	131	4	217	1254	126	16	69	1006	159	6	4812
Grand Total	428	3403	170	44	544	3245	458	20	791	4363	372	45	267	3021	547	11	17729
Apprch %	10.6	84.1	4.2	1.1	12.7	76	10.7	0.5	14.2	78.3	6.7	0.8	6.9	78.5	14.2	0.3	
Total %	2.4	19.2	1	0.2	3.1	18.3	2.6	0.1	4.5	24.6	2.1	0.3	1.5	17	3.1	0.1	

CITY TRAFFIC COUNTERS

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	Carmenita Rd Southbound					Imperial Hwy Westbound					Carmenita Rd Northbound					Imperial Hwy Eastbound					
Start Time	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	16	258	8	2	284	34	**281**	12	**1**	**328**	42	235	7	2	286	10	140	22	0	172	1070
07:30 AM	13	241	5	1	260	**53**	216	14	0	283	**66**	**240**	13	2	**321**	**15**	**187**	12	0	**214**	1078
07:45 AM	22	**260**	9	**6**	**297**	50	240	18	1	309	48	231	14	2	295	11	146	**35**	0	192	**1093**
08:00 AM	**27**	203	**10**	4	244	39	195	**21**	0	255	57	214	**20**	**3**	294	12	155	34	0	201	994
Total Volume	78	962	32	13	1085	176	932	65	2	1175	213	920	54	9	1196	48	628	103	0	779	4235
% App. Total	7.2	88.7	2.9	1.2		15	79.3	5.5	0.2		17.8	76.9	4.5	0.8		6.2	80.6	13.2	0		
PHF	.722	.925	.800	.542	.913	.830	.829	.774	.500	.896	.807	.958	.675	.750	.931	.800	.840	.736	.000	.910	.969

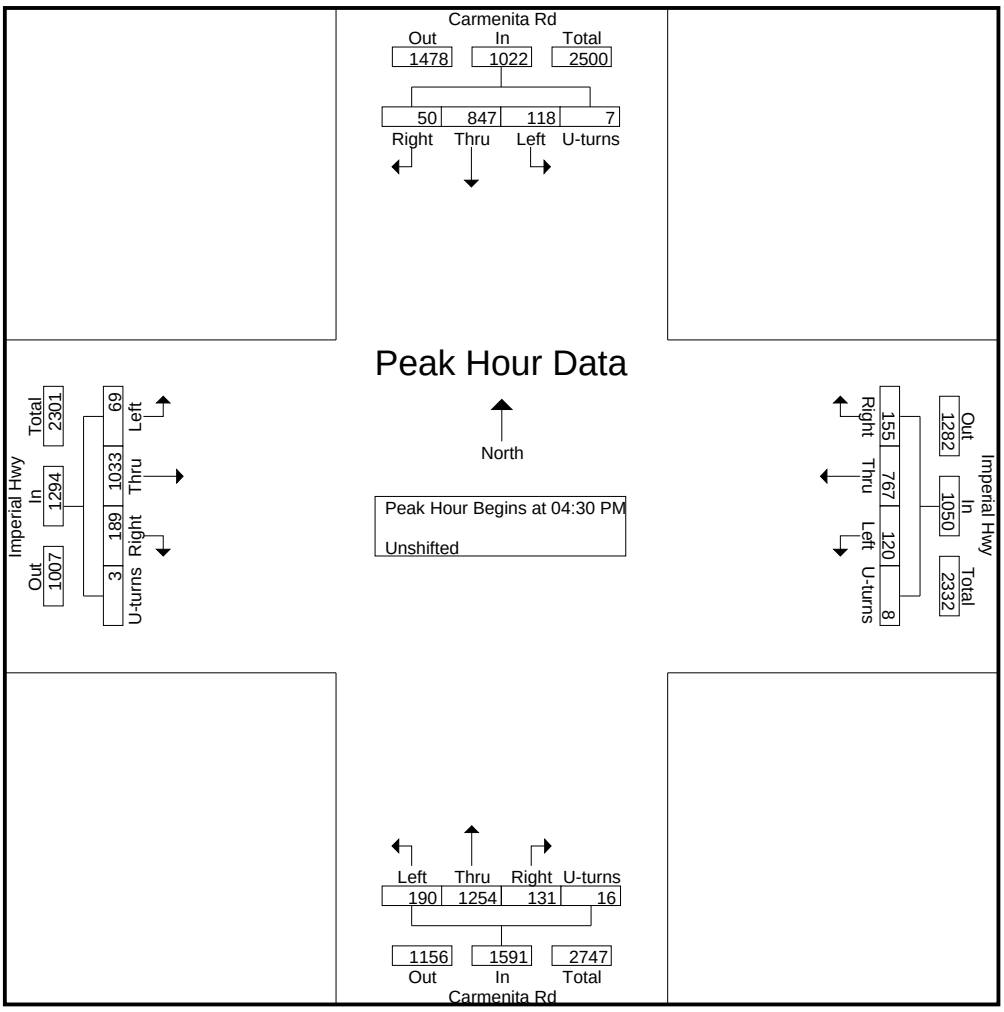


CITY TRAFFIC COUNTERS

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File Name : Carmenita_Imperial
Site Code : 00000000
Start Date : 11/17/2016
Page No : 3

	Carmenita Rd Southbound					Imperial Hwy Westbound					Carmenita Rd Northbound					Imperial Hwy Eastbound					
Start Time	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Left	Thru	Right	U-turns	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**54**	207	9	0	270	**43**	187	39	**3**	272	38	333	33	**5**	409	17	214	43	**2**	276	1227
04:45 PM	23	204	12	**5**	244	27	**216**	36	3	**282**	43	269	27	2	341	**20**	254	51	0	325	1192
05:00 PM	19	**240**	**20**	2	**281**	28	165	36	1	230	50	**336**	**41**	4	**431**	14	241	**55**	0	310	1252
05:15 PM	22	196	9	0	227	22	199	**44**	1	266	**59**	316	30	5	410	18	**324**	40	1	**383**	**1286**
Total Volume	118	847	50	7	1022	120	767	155	8	1050	190	1254	131	16	1591	69	1033	189	3	1294	4957
% App. Total	11.5	82.9	4.9	0.7		11.4	73	14.8	0.8		11.9	78.8	8.2	1		5.3	79.8	14.6	0.2		
PHF	.546	.882	.625	.350	.909	.698	.888	.881	.667	.931	.805	.933	.799	.800	.923	.863	.797	.859	.375	.845	.964



Level of Service Analysis Calculation Sheets

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-01 1

Problem Condition: Existing 2016 Traffic Conditions (Count Date: 8-23-16)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	87	83	0	0	0	0	87	83	0.054	0.052	0.054	0.052
N/B Thru	2.0	3200	824	785	0	0	0	0	824	785	0.258	0.245		
N/B Right	1.0	1600	54	77	0	0	0	0	54	77	0.003	0.001		
S/B Left	1.0	1600	153	113	0	0	0	0	153	113	0.096	0.071		
S/B Thru	2.0	3200	1005	916	0	0	0	0	1005	916	0.314	0.286	0.314	0.286
S/B Right	1.0	1600	484	302	0	0	0	0	484	302	0.186	0.054		
E/B Left	2.0	2880	372	432	0	0	0	0	372	432	0.129	0.150	0.129	0.150
E/B Thru	2.0	3200	712	758	0	0	0	0	712	758	0.238	0.250		
E/B Right	0.0	0	49	42	0	0	0	0	49	42	0.000	0.000		
W/B Left	1.0	1600	49	76	0	0	0	0	49	76	0.031	0.048		
W/B Thru	3.0	4800	842	600	0	0	0	0	842	600	0.200	0.149	0.200	0.149
W/B Right	0.0	0	117	114	0	0	0	0	117	114	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.697	0.637
									Lost Time:				0.100	0.100
									Total V/C:				0.797	0.737
									Level Of Service:				C	C

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2016
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-01 3

Problem Condition: Future 2018 Traffic Volumes with Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	87	83	15	10	0	0	104	95	0.065	0.059	0.065	0.059
N/B Thru	2.0	3200	824	785	25	12	0	0	866	813	0.270	0.254		
N/B Right	1.0	1600	54	77	1	2	0	0	56	81	0.035	0.050		
S/B Left	1.0	1600	153	113	22	25	0	0	178	140	0.111	0.088		
S/B Thru	2.0	3200	1005	916	20	22	0	0	1045	956	0.327	0.299	0.327	0.299
S/B Right	1.0	1600	484	302	10	12	0	0	504	320	0.192	0.060		
E/B Left	2.0	2880	372	432	12	7	0	0	391	448	0.136	0.155	0.136	
E/B Thru	2.0	3200	712	758	8	18	0	0	734	791	0.247	0.264		0.264
E/B Right	0.0	0	49	42	5	10	0	0	55	53	0.000	0.000		
W/B Left	1.0	1600	49	76	20	18	0	0	70	96	0.044	0.060		0.060
W/B Thru	3.0	4800	842	600	20	8	0	0	879	620	0.208	0.154	0.208	
W/B Right	0.0	0	117	114	1	2	0	0	120	118	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.736	0.682
									Lost Time:				0.100	0.100
									Total V/C:				0.836	0.782
									Level Of Service:				D	C

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-01 5

Problem Condition: Future 2018 Traffic Volumes with Project and Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	87	83	15	10	0	0	104	95	0.065	0.059		
N/B Thru	2.0	3200	824	785	25	12	15	17	881	830	0.275	0.259	0.275	0.259
N/B Right	1.0	1600	54	77	1	2	0	0	56	81	0.035	0.050		
S/B Left	1.0	1600	153	113	22	25	31	38	209	178	0.131	0.111	0.131	0.111
S/B Thru	2.0	3200	1005	916	20	22	0	0	1045	956	0.327	0.299		
S/B Right	1.0	1600	484	302	10	12	0	0	504	320	0.188	0.055		
E/B Left	2.0	2880	372	432	12	7	14	16	405	464	0.141	0.161	0.141	
E/B Thru	2.0	3200	712	758	8	18	0	0	734	791	0.247	0.264		0.264
E/B Right	0.0	0	49	42	5	10	0	0	55	53	0.000	0.000		
W/B Left	1.0	1600	49	76	20	18	14	17	84	113	0.052	0.070		0.070
W/B Thru	3.0	4800	842	600	20	8	14	16	893	636	0.211	0.157	0.211	
W/B Right	0.0	0	117	114	1	2	0	0	120	118	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.758	0.705
									Lost Time:				0.100	0.100
									Total V/C:				0.858	0.805
									Level Of Service:				D	C

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Marquardt Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-02 1

Problem Condition: Existing 2016 Traffic Conditions (Count Date: 8-23-16)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	35	89	0	0	0	0	35	89	0.000	0.000	0.000	
N/B Thru	1.0	1600	30	56	0	0	0	0	30	56	0.041	0.091		0.091
N/B Right	1.0	1600	8	22	0	0	0	0	8	22	0.005	0.008		
S/B Left	0.0	0	79	97	0	0	0	0	79	97	0.000	0.000		0.000
S/B Thru	2.0	3200	43	21	0	0	0	0	43	21	0.052	0.056	0.052	
S/B Right	0.0	0	43	62	0	0	0	0	43	62	0.000	0.000		
E/B Left	1.0	1600	43	62	0	0	0	0	43	62	0.027	0.039	0.027	
E/B Thru	2.0	3200	743	1082	0	0	0	0	743	1082	0.232	0.338		0.338
E/B Right	1.0	1600	111	49	0	0	0	0	111	49	0.069	0.031		
W/B Left	1.0	1600	23	9	0	0	0	0	23	9	0.014	0.006		0.006
W/B Thru	2.0	3200	1133	715	0	0	0	0	1133	715	0.354	0.223	0.354	
W/B Right	1.0	1600	88	111	0	0	0	0	88	111	0.055	0.069		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.433	0.434
									Lost Time:				0.100	0.100
									Total V/C:				0.533	0.534
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2016
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Marquardt Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-02 3

Problem Condition: Future 2018 Traffic Volumes with Related Project
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	35	89	0	0	0	0	36	91	0.000	0.000	0.000	
N/B Thru	1.0	1600	30	56	0	0	0	0	31	57	0.041	0.092		0.092
N/B Right	1.0	1600	8	22	0	0	0	0	8	22	0.005	0.008		
S/B Left	0.0	0	79	97	0	0	0	0	81	99	0.000	0.000		0.000
S/B Thru	2.0	3200	43	21	0	0	0	0	44	21	0.053	0.057	0.053	
S/B Right	0.0	0	43	62	0	0	0	0	44	63	0.000	0.000		
E/B Left	1.0	1600	43	62	0	0	0	0	44	63	0.027	0.040	0.027	
E/B Thru	2.0	3200	743	1082	20	15	0	0	778	1119	0.243	0.350		0.350
E/B Right	1.0	1600	111	49	0	0	0	0	113	50	0.071	0.031		
W/B Left	1.0	1600	23	9	0	0	0	0	23	9	0.015	0.006		0.006
W/B Thru	2.0	3200	1133	715	25	20	0	0	1181	749	0.369	0.234	0.369	
W/B Right	1.0	1600	88	111	0	0	0	0	90	113	0.056	0.071		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.449	0.448
									Lost Time:				0.100	0.100
									Total V/C:				0.549	0.548
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Marquardt Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-02 5

Problem Condition: Future 2018 Traffic Volumes with Project and Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	0.0	0	35	89	0	0	3	4	39	95	0.000	0.000	0.000	
N/B Thru	1.0	1600	30	56	0	0	0	0	31	57	0.043	0.095		0.095
N/B Right	1.0	1600	8	22	0	0	0	0	8	22	0.005	0.008		
S/B Left	0.0	0	79	97	0	0	0	0	81	99	0.000	0.000		0.000
S/B Thru	2.0	3200	43	21	0	0	0	0	44	21	0.055	0.060	0.055	
S/B Right	0.0	0	43	62	0	0	7	8	51	71	0.000	0.000		
E/B Left	1.0	1600	43	62	0	0	7	8	51	71	0.032	0.045	0.032	
E/B Thru	2.0	3200	743	1082	20	15	21	26	799	1145	0.250	0.358		0.358
E/B Right	1.0	1600	111	49	0	0	3	4	116	54	0.073	0.034		
W/B Left	1.0	1600	23	9	0	0	0	0	23	9	0.015	0.006		0.006
W/B Thru	2.0	3200	1133	715	25	20	23	26	1204	775	0.376	0.242	0.376	
W/B Right	1.0	1600	88	111	0	0	0	0	90	113	0.056	0.071		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.463	0.458
									Lost Time:				0.100	0.100
									Total V/C:				0.563	0.558
									Level Of Service:				A	A

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Valley View Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-03 1

Problem Condition: Existing 2016 Traffic Conditions (Count Date: 8-23-16)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	2.0	2880	129	79	0	0	0	0	129	79	0.045	0.027		
N/B Thru	2.0	3200	917	1158	0	0	0	0	917	1158	0.306	0.383	0.306	0.383
N/B Right	0.0	0	61	66	0	0	0	0	61	66	0.000	0.000		
S/B Left	1.0	1600	127	196	0	0	0	0	127	196	0.079	0.123	0.079	0.123
S/B Thru	3.0	4800	1301	916	0	0	0	0	1301	916	0.287	0.200		
S/B Right	0.0	0	78	42	0	0	0	0	78	42	0.000	0.000		
E/B Left	1.0	1600	79	166	0	0	0	0	79	166	0.049	0.104	0.049	
E/B Thru	2.0	3200	483	752	0	0	0	0	483	752	0.151	0.235		0.235
E/B Right	1.0	1600	61	74	0	0	0	0	61	74	0.038	0.022		
W/B Left	1.0	1600	204	146	0	0	0	0	204	146	0.128	0.091		0.091
W/B Thru	2.0	3200	803	444	0	0	0	0	803	444	0.313	0.198	0.313	
W/B Right	0.0	0	197	191	0	0	0	0	197	191	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.747	0.831
									Lost Time:				0.100	0.100
									Total V/C:				0.847	0.931
									Level Of Service:				D	E

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2016
Annual Growth Factor: 1.00 Percent

Lane Capacity
- Single Through Lane = 1600 Vehicles Per Hour
- Single Turn Lane = 1600 Vehicles Per Hour
- Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Valley View Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-03 3

Problem Condition: Future 2018 Traffic Volumes with Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	2.0	2880	129	79	8	6	0	0	140	87	0.048	0.030		
N/B Thru	2.0	3200	917	1158	0	0	0	0	935	1181	0.312	0.390	0.312	0.390
N/B Right	0.0	0	61	66	0	0	0	0	62	67	0.000	0.000		
S/B Left	1.0	1600	127	196	0	0	0	0	130	200	0.081	0.125	0.081	0.125
S/B Thru	3.0	4800	1301	916	0	0	0	0	1327	934	0.295	0.205		
S/B Right	0.0	0	78	42	7	6	0	0	87	49	0.000	0.000		
E/B Left	1.0	1600	79	166	6	3	0	0	87	172	0.054	0.108	0.054	
E/B Thru	2.0	3200	483	752	8	9	0	0	501	776	0.156	0.243		0.243
E/B Right	1.0	1600	61	74	6	3	0	0	68	78	0.043	0.022		
W/B Left	1.0	1600	204	146	0	0	0	0	208	149	0.130	0.093		0.093
W/B Thru	2.0	3200	803	444	10	8	0	0	829	461	0.322	0.205	0.322	
W/B Right	0.0	0	197	191	0	0	0	0	201	195	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.769	0.851
									Lost Time:				0.100	0.100
									Total V/C:				0.869	0.951
									Level Of Service:				D	E

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Valley View Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-03 5

Problem Condition: Future 2018 Traffic Volumes with Project and Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	2.0	2880	129	79	8	6	7	8	147	95	0.051	0.033		
N/B Thru	2.0	3200	917	1158	0	0	0	0	935	1181	0.312	0.390	0.312	0.390
N/B Right	0.0	0	61	66	0	0	0	0	62	67	0.000	0.000		
S/B Left	1.0	1600	127	196	0	0	0	0	130	200	0.081	0.125	0.081	0.125
S/B Thru	3.0	4800	1301	916	0	0	0	0	1327	934	0.296	0.207		
S/B Right	0.0	0	78	42	7	6	8	9	95	58	0.000	0.000		
E/B Left	1.0	1600	79	166	6	3	7	9	94	181	0.058	0.113	0.058	
E/B Thru	2.0	3200	483	752	8	9	7	9	508	785	0.159	0.245		0.245
E/B Right	1.0	1600	61	74	6	3	7	8	75	86	0.001	0.024		
W/B Left	1.0	1600	204	146	0	0	0	0	208	149	0.130	0.093		0.093
W/B Thru	2.0	3200	803	444	10	8	8	9	837	470	0.324	0.208	0.324	
W/B Right	0.0	0	197	191	0	0	0	0	201	195	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.776	0.854
									Lost Time:				0.100	0.100
									Total V/C:				0.876	0.954
									Level Of Service:				D	E

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Shoemaker Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-04 1

Problem Condition: Existing 2016 Traffic Conditions (Count Date: 11-17-16)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	106	132	0	0	0	0	106	132	0.066	0.083		
N/B Thru	2.0	3200	372	441	0	0	0	0	372	441	0.150	0.198	0.150	0.198
N/B Right	0.0	0	108	194	0	0	0	0	108	194	0.000	0.000		
S/B Left	1.0	1600	148	169	0	0	0	0	148	169	0.093	0.106	0.093	0.106
S/B Thru	2.0	3200	322	339	0	0	0	0	322	339	0.124	0.127		
S/B Right	0.0	0	74	66	0	0	0	0	74	66	0.000	0.000		
E/B Left	1.0	1600	326	152	0	0	0	0	326	152	0.204	0.095	0.204	
E/B Thru	2.0	3200	719	941	0	0	0	0	719	941	0.264	0.336		0.336
E/B Right	0.0	0	125	134	0	0	0	0	125	134	0.000	0.000		
W/B Left	1.0	1600	198	251	0	0	0	0	198	251	0.124	0.157		0.157
W/B Thru	3.0	4800	1007	964	0	0	0	0	1007	964	0.243	0.228	0.243	
W/B Right	0.0	0	158	131	0	0	0	0	158	131	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.689	0.797
									Lost Time:				0.100	0.100
									Total V/C:				0.789	0.897
									Level Of Service:				C	D

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2016
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Shoemaker Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-04 3

Problem Condition: Future 2018 Traffic Volumes with Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	106	132	0	0	0	0	108	135	0.068	0.084		
N/B Thru	2.0	3200	372	441	0	0	0	0	379	450	0.153	0.202	0.153	0.202
N/B Right	0.0	0	108	194	0	0	0	0	110	198	0.000	0.000		
S/B Left	1.0	1600	148	169	0	0	0	0	151	172	0.094	0.108	0.094	0.108
S/B Thru	2.0	3200	322	339	0	0	0	0	328	346	0.126	0.129		
S/B Right	0.0	0	74	66	0	0	0	0	75	67	0.000	0.000		
E/B Left	1.0	1600	326	152	0	0	0	0	333	155	0.208	0.097	0.208	
E/B Thru	2.0	3200	719	941	20	8	0	0	753	968	0.275	0.345		0.345
E/B Right	0.0	0	125	134	0	0	0	0	128	137	0.000	0.000		
W/B Left	1.0	1600	198	251	0	0	0	0	202	256	0.126	0.160		0.160
W/B Thru	3.0	4800	1007	964	8	18	0	0	1035	1001	0.249	0.236	0.249	
W/B Right	0.0	0	158	131	0	0	0	0	161	134	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.704	0.815
									Lost Time:				0.100	0.100
									Total V/C:				0.804	0.915
									Level Of Service:				C	E

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Rosecrans Avenue and Shoemaker Avenue **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-04 5

Problem Condition: Future 2018 Traffic Volumes with Project and Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	106	132	0	0	0	0	108	135	0.068	0.084		
N/B Thru	2.0	3200	372	441	0	0	0	0	379	450	0.153	0.202	0.153	0.202
N/B Right	0.0	0	108	194	0	0	0	0	110	198	0.000	0.000		
S/B Left	1.0	1600	148	169	0	0	0	0	151	172	0.094	0.108	0.094	0.108
S/B Thru	2.0	3200	322	339	0	0	0	0	328	346	0.126	0.129		
S/B Right	0.0	0	74	66	0	0	0	0	75	67	0.000	0.000		
E/B Left	1.0	1600	326	152	0	0	0	0	333	155	0.208	0.097	0.208	
E/B Thru	2.0	3200	719	941	20	8	14	16	767	984	0.280	0.350		0.350
E/B Right	0.0	0	125	134	0	0	0	0	128	137	0.000	0.000		
W/B Left	1.0	1600	198	251	0	0	0	0	202	256	0.126	0.160		0.160
W/B Thru	3.0	4800	1007	964	8	18	14	16	1049	1017	0.252	0.240	0.252	
W/B Right	0.0	0	158	131	0	0	0	0	161	134	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.707	0.820
									Lost Time:				0.100	0.100
									Total V/C:				0.807	0.920
									Level Of Service:				D	E

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Imperial Highway and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-05 1

Problem Condition: Existing 2016 Traffic Conditions (Count Date: 11-17-16)
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	222	206	0	0	0	0	222	206	0.139	0.129		
N/B Thru	2.0	3200	920	1254	0	0	0	0	920	1254	0.304	0.433	0.304	0.433
N/B Right	0.0	0	54	131	0	0	0	0	54	131	0.000	0.000		
S/B Left	1.0	1600	91	125	0	0	0	0	91	125	0.057	0.078	0.057	0.078
S/B Thru	3.0	4800	962	847	0	0	0	0	962	847	0.207	0.187		
S/B Right	0.0	0	32	50	0	0	0	0	32	50	0.000	0.000		
E/B Left	1.0	1600	48	72	0	0	0	0	48	72	0.030	0.045		
E/B Thru	2.0	3200	628	1033	0	0	0	0	628	1033	0.228	0.382	0.228	0.382
E/B Right	0.0	0	103	189	0	0	0	0	103	189	0.000	0.000		
W/B Left	1.0	1600	178	128	0	0	0	0	178	128	0.111	0.080	0.111	0.080
W/B Thru	3.0	4800	932	767	0	0	0	0	932	767	0.208	0.192		
W/B Right	0.0	0	65	155	0	0	0	0	65	155	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.701	0.973
									Lost Time:				0.100	0.100
									Total V/C:				0.801	1.073
									Level Of Service:				C	F

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2016
Annual Growth Factor: 1.00 Percent

Lane Capacity
- Single Through Lane = 1600 Vehicles Per Hour
- Single Turn Lane = 1600 Vehicles Per Hour
- Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Imperial Highway and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-05 3

Problem Condition: Future 2018 Traffic Volumes with Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes: Existing		Other Proj.		Project		Study Vol.		Movement V/C Per Lane		Critical V/C	
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	222	206	19	12	0	0	245	222	0.153	0.139		
N/B Thru	2.0	3200	920	1254	25	18	0	0	963	1297	0.321	0.450	0.321	0.450
N/B Right	0.0	0	54	131	9	8	0	0	64	142	0.000	0.000		
S/B Left	1.0	1600	91	125	20	28	0	0	113	156	0.071	0.097	0.071	0.097
S/B Thru	3.0	4800	962	847	22	25	0	0	1003	889	0.219	0.199		
S/B Right	0.0	0	32	50	17	15	0	0	50	66	0.000	0.000		
E/B Left	1.0	1600	48	72	15	10	0	0	64	83	0.040	0.052		
E/B Thru	2.0	3200	628	1033	18	28	0	0	659	1082	0.242	0.403	0.242	0.403
E/B Right	0.0	0	103	189	10	15	0	0	115	208	0.000	0.000		
W/B Left	1.0	1600	178	128	3	12	0	0	185	143	0.115	0.089	0.115	0.089
W/B Thru	3.0	4800	932	767	30	18	0	0	981	800	0.223	0.203		
W/B Right	0.0	0	65	155	22	15	0	0	88	173	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.749	1.039
									Lost Time:				0.100	0.100
									Total V/C:				0.849	1.139
									Level Of Service:				D	F

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
- Single Through Lane = 1600 Vehicles Per Hour
- Single Turn Lane = 1600 Vehicles Per Hour
- Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA

INTERSECTION CAPACITY UTILIZATION ANALYSIS

Location: Imperial Highway and Carmenita Road **City:** Santa Fe Springs
Project No.: CCE2016-16 **Analyzed By:** MYR **File Name:** 2016-16-05 5

Problem Condition: Future 2018 Traffic Volumes with Project and Related Projects
Existing Geometric Configuration

Movement	Available Lanes		Peak Hour Volumes								Movement V/C Per Lane		Critical V/C	
			Existing		Other Proj.		Project		Study Vol.					
	No.	Cap.	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N/B Left	1.0	1600	222	206	19	12	0	0	245	222	0.153	0.139		
N/B Thru	2.0	3200	920	1254	25	18	11	13	974	1310	0.325	0.454	0.325	0.454
N/B Right	0.0	0	54	131	9	8	0	0	64	142	0.000	0.000		
S/B Left	1.0	1600	91	125	20	28	0	0	113	156	0.071	0.097	0.071	0.097
S/B Thru	3.0	4800	962	847	22	25	11	13	1014	902	0.222	0.202		
S/B Right	0.0	0	32	50	17	15	0	0	50	66	0.000	0.000		
E/B Left	1.0	1600	48	72	15	10	0	0	64	83	0.040	0.052		
E/B Thru	2.0	3200	628	1033	18	28	0	0	659	1082	0.242	0.403	0.242	0.403
E/B Right	0.0	0	103	189	10	15	0	0	115	208	0.000	0.000		
W/B Left	1.0	1600	178	128	3	12	0	0	185	143	0.115	0.089	0.115	0.089
W/B Thru	3.0	4800	932	767	30	18	0	0	981	800	0.223	0.203		
W/B Right	0.0	0	65	155	22	15	0	0	88	173	0.000	0.000		
	ANALYSIS RESULTS :								Sum Of Critical V/C:				0.752	1.043
									Lost Time:				0.100	0.100
									Total V/C:				0.852	1.143
									Level Of Service:				D	F

ASSUMPTIONS AND METHODOLOGY

Existing Counts Year: 2016
Study Volume Year: 2018
Annual Growth Factor: 1.00 Percent

Lane Capacity
Single Through Lane = 1600 Vehicles Per Hour
Single Turn Lane = 1600 Vehicles Per Hour
Dual Turn Lane = 2880 Vehicles Per Hour

Level Of Service Definition

Total V/C	LOS
Under 0.605	A
0.605 - 0.704	B
0.705 - 0.804	C
0.805 - 0.904	D
0.905 - 1.004	E
Over 1.005	F

Lost time for signal Yellow and All red intervals: 0.10 of V/C Ratio

NOTES:

CROWN CITY ENGINEERS, PASADENA, CALIFORNIA